





Established February, 1845.

JOCKEY and DRIVING WHIPS.

HORSE CLIPPERS, HORSE BRUSHES.

HONGKONG, THURSDAY, NOVEMBER 25, 1886.

日十三月十年戌丙

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR. 11 & 12. Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goton, Ludyate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C.

Vol. XLII. No. 7274.

SAMURL DEACON & Co., 150 & 154, Leadenhall Street PARIS AND EUROPE :- AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK: ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-AUSTRALIA: TASMANIA, AND NEW ZEALAND :- GORDON & GOTOH, Mel-

hourne and Sudney. CEYLON :- W. M. SMITH & Co., THE APOTHEGARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen-

& Co., Manila. CHINA: -Macao, F. A. DE CRUZ. Swatow, QUELOH & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANS, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

ULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. depositor may deposit more than \$2,500 in any one year.

3. - Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4. Interest at the rate of 31 per cent. per. annum will be allowed to depositors on

their daily balances. 5. - Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6. - Correspondence as to the business of the Bank if marked On Hongkong Savinas' Bank Business is forwarded free by the various British Post Offices in Hongkong and Chia. 7. - Withdrawals may be made on demand,

but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book For the

HONORONG & SHANGHAI BANKING CORPORATION. JOHN WALTER. Acting Ohief Manager. Hongkong, June 7, 1885.

HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FOR EQUALIZATION \ 3 200.000 OF DIVIDENDS,.... RESERVE LIABILITY OF PRO- \$27,500,000

COURT OF DIRECTORS. Uhairman-A. McIver, Esq. Deputy Chairman-M. GROTE, Esq. Hon, J. BELL IRVING. | H. Hoppius, Esq. C.D. BOTTOMLEY, Esq. E. H. M. HUNTING-W. H. F. DARBY, Eaq. TON, Eaq. H. L. DALRYMPLE, Hon. A. P. McEWEN. Hon. F. D. Sassoon.

CHIEF MANAGER. Hongkong. THOMAS JACKSON, Esq. Acting Chief Manager-John Walten, Esq. MANAGER. LONDON BANKERS .- London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per annum on the daily

On Fixed Deposits:-For 3 months, 3 per cent. per annum. 4 per cent. # # 5 per ceut, # "

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities, every description of Banking and Exchange business transacted. Drafts granted on London, and chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Chief Manager. Hougkong, August 28, 1886.

Notices of Firms.

NOTIOE. VV SILAS MOSES a PARTNER our Firm in Hongkong and China from the

1st January, 1886. E. D. SASSOON & Co. Hongkong, November 24, 1886. 2236 NOTICE.

THE Undersigned has This Day RESUMED the PRATTICE of DENTAL SURGERY at Hongkong.

H. H. WINN, D.D.S. Consulting Rooms, Bank Buildings, Queen's Road, opposite Main Entrance to

Hongkong Hotel. Hongkong, November 8, 1886.

NOTICE.

URING my temporary Absence my Business, of SHARB AND GENERAL BROKER, and AUCTIONEER, also the ACENOX of MESSES. CALDBECK MoGREGOR & Co. of Shanghai, will be conducted by MR. | Baxter's Celebrated Barley Bree W. KERFOOT HUGHES.

E. JONES HUGHES. Hongkong, November 11, 1886. 2150 號五十月一十年六十八百八千一英 Prospectus.

ABRIDGED PROSPECTUS HE HONGKONG AN KOWLOON WHARF AND GODOWN COMPANY

INCORPOBATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

(LIMITED.)

CAPITAL. - - - 81,700,000, Divided into 17,000 Shares of \$100 each, payable as follows:— 825 on application and 875 on

Directors: THE HONORABLE J. BELL-IRVING. THE HONORABLE F. D. SASSOON. THE HONORABLE A. P. McEWEN. C. P. CHATER, Esq.

W. H. F. DARBY, Esq. M. GROTE, Esq. H. HOPPIUS, Esq. E. H. HUNTINGTON, Esq. J. S. MOSES, Esq.

Bankers : THE HONGKONG AND SHANGHAI BANKING CORPORATION.

> Secretary: ISAAC HUGHES, Esq.

Solicitors: MESSES. WOTTON & DEACON.

Auditors: MESSES, G. S. COXON AND T. I. ROSE.

THIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as Messre Jardine, Matheson & Co.'s PIERS AND GODOWNS with the undertaking. known as the Hongroud and Kowloon WHARF, GODOWN AND CARGO BOAT CON-PANY. The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of Mossrs Matheson & Co., No. 3 Lombard Street, E.C.; in Shanghai at the offices of Messis Jardine, Matheson & Co., and in Hongkong at the Company's Office, Pedder

MATHESON & Co.'s PIERS AND GODOWNS UDWARDS. consists of portions of Marine Lots Nos. 95, 96, 97 and 98, and a right of water frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 50.000 tons harf, measuring on the main front 580' × 50', on the arm 325' × 80' and on the siding 275' x 50', showing a total berthing capacity of 1180 feet; a pair of Shears capable of lifting 25 tons, and rolling stock, including 4038 feet of Decauville's patent tramway, 33 waggons and turn-

The property of the Hongkong AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY consists of Kowloon Marins Lots Nos. 9, 11, 20 and 21, having a Praya square feet. The Godowns on these luts have a gross storage capacity of 178,200 754 tons: three Wharves, one measuring 433 feet long and 37 feet 6 inches broad another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 501 feet long and 45 feet 6 sels that enter Hongkong can be berthed at these wharves at the same time)-rolling stock, including 9970 yards (or 5.66 miles) of Fowler's patent trainway, two weighing machines for waggous, 45 turntables, 56 Fowler's general purpose waggons, 40 Decauville's general purpose waggons, 35 Fowler's double tipping coal was gons, 2 steam hoisting gears, the steam launches Kowloon, Hongkong, and Heron

> ing 200 tons, and 3 Chinese cargo boats together capable of holding 125 tons. The two undertakings above referred t have been working satisfactorily for some It has been arranged to purchase Kowloon Inland Lots Nos. 211, 212, 213 and 214, having a total road frontage of 938 feet and an area of over 145,000 square feet.

4 solid teak lighters, each capable of hold

Of the total Capital of \$1,700,000 the sum of \$1,000,000 has been taken up by the vendors of the various lands and promises, as more particularly mentioned in the Memorandum of Association, and the remaining \$700,000 only is offered to the Public for subscription.

pleting the Godowns and Wharves of the HONGKONG AND KOWLOOM WHARF GODOWN AND CARGO BOAT COMPANY will amount in all to a sum estimated not to exceed \$100,000. The owners of the Godowns and Wharves have already paid a portion of this estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are acquired by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have

Applications for Shares will be received in London, up to and inclusive of the 15th January 1887, by Messrs MATHESON & Co. in Shanghai, up to and inclusive of the 31st December 1886, by Messrs JARDINE MATHESON & Co.; and in Hongkong, up to and inclusive of the 31st December 1886, b allotment is made the deposit will be re Continental languages are spoken. turned, without any deduction, but without any interest, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allow ment and any excess returned.

Forms of applications for shares may b obtained in London from Mesara MATHESON & Co., in Shanghai from Mesers JARDINE. MATHESON & Co., and in Hongkong from the Secretary.

Hongkong, 18th Nov., 1886. FOR SALE.

TULES MUMM & CHAMPAGNE, Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHISKY, -87 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

WHITE WINES

Business Notices.

D UCKSKIN RACING SADDLES. BUOKSKIN HACK SADDLES.

LADIES' SIDE SADDLES. DOUBLE and SINGLE SNAFFLE BRIDLES. SURCINGLES and MARTINGALES. BODY ROLLERS and KERSEY.

HUNTING CROPS and DOG WHIPS. WOOLLEN GIRTHS and HALTERS. RACING and MILITARY SPURS Brown and Black PONY HARNESS. DOG LEADERS and DOG COLLARS. WEB and LEATHER STIRRUP SLINGS. TRICK FELT SADDLE CLOTHS. DRIVING REINS and DOG MUZZLES.

CURRY COMBS and MANE COMBS. RIDING BOOTS. BROWN BOOT TOPS.

LANE, CRAWFORD & Co. Hongkong, November 17, 1886.

(CHEAP MARKET. ADJOINING THE STAG HOTEL (NEXT DOOR). MONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES. At Cash Prices and for Cash only. WATCHES MUSICAL INSTRUMENTS. TOBACCOS.

CIGARS. ALBUMS. BOOKS. KNIVES. NOVELS. CUTLERY. LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds. BON MARCHE, next door to THE STAG HOTEL,

Hongkong, September 8, 1886. CHRISTMAS AND NEW YEAR'S CARDS.

Magnificent Assertment of PRANG'S AMERICAN CARDS, HAND PAINTED OARDS handsomely mounted in PLUSH and SATIN, HAND PAINTED OPALS. The property known as Messrs Jandine, and a very large Selection of CHEAP CARDS ranging in Price from 5 Cents

THE SPECIAL NOVELTY OF THIS SEASON

CONSISTS OF A SERIES OF ORIGINAL WATER COLOUR PANEL SKETCHES. OHINESE LIFE AND CHARACTER,

specially Painted for us by ENGLISH ARTISTS. We are Sole Agents for Mr. Griffith's CHRISTMAS PHOTOGRAPHIC VIEWS or HONGKONG reduced to Cabinet size with Pipcin English Verses, which obtained so large a measure of success last year. A New Set of VIEWS and CHARACTER SKETCHES, with suitable Greetings in English and German. is in active preparation.

KELLY & WALSH, LIMITED, HONGKONG. Hongkong, October 25, 1886.

frontage of 1620 feet and an area of 414,000 Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S BOAD (OPPOSITE HONGKONG HOTEL)

ANDREW'S

SPECIALLYDLACK SUPERFINE CLOTH DRESS SUIT \$30.00.

HIGHLAND COSTUMES.

Have Imported a Selection of CLAN TARTANS, KILTINGS, SPORRANS, SKENE DHUS, &c., &c.

See our East Window.

Hongkong, November 1, 1886.

W. POWELL & Co.

Fur Department. One of the Largest and Best ASSORTED STOCKS in the East.

NATUFFS, COLLARETTES, MANTLES, JACKETS, SETS, TRIMMINGS, TIES MADE OF :- SEAL, RACOON, MASQUASH, CHINCHILLA, LYNX, GOAT, OPOSSUM,

The Contracts for extending and com. Harr, Rabbit, Fox, &c., &c., &c., &c. Black Rabbit Trimmings, all widths; Silver Fox. and Goat Trimmings, all widths; White Swansbown Trimmings, Feather 1886. TRIMMINGS and COLLARETTES, &c., &c., &c. FUR LINED CLOARS, FUR LINED KID GLOVES, REAL SEALSKIN, MUFF BAGS, &co., &c., &c. W. POWELL & Co.

VICTORIA EXCHANGE, November 23, 1886.

Victoria Hotel. Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horses in the place. the ROOMS are apacious, well ventilated and have just been refurnished in a most

comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Divino Halla the Secretary; and the amount payable on The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

Have Admitted Mr. JACOB and Shanghai Banking Corporation. If no The HOTEL is unsurpassed for comfort, convenience and quick service.

Messrs. DORABJEE & HING KEE Proprietors.

Hongkong, September 16, 1885.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

to send in to this Office a List of their Contributions of Premia for the year end-PROPORTION of PROFIT for that year to be Paid as BONUS to Contributoes may be arranged. Returns not sent in

before the 30th November next, will be

made up by the Company, and no subse-

quent Claims or Alterations will be allowed. By Order of the Directors, JAS. B. COUGHTRIE, Secretary.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

CHAREHOLDERS are hereby requested CHAREHOLDERS in the above Com-

pany are requested to Furnish the Undersigned with a Last of their Contramay be arranged. Returns not rendered prior to the THIRTIETE DAY OF NOVEMBER quently admitted.

JARDINE, MATHESON & Co., General Managers. Hongkong Fire Insurance Co., Ltd. Hongkong, October 15, 1886.

PROSPECTUS

Prospectus.

THINESE IMPERIAL GOVERN-MENT SEVEN PER CENT. SILVER LOAN 'E,' 1886.

In Terms of Agreement made with His EXCELLENCY CHUN YUN and confirmed by the TSUNG-LI YAMEN to the BRITISH MINISTER at Peking on the 13th August;

The Loan is for Kuping Taels 700,000, the equivalent of Table 767,200, Shanghai Sycee, in Bonds of Shanghai Taels 250

Interest at the rate of Seven per Cent. per

Annum, payable half-yearly on 31st March and 30th September. The First Payment of Interest will be made on 31st March, 1887, and calculated from 15th December, 1886. The Bonds are redeemable at par by half-

yearly drawings up to 31st March, 1917, as per Schedule attached to Pro-Principal and Interest payable at the Shanghai Office of the Hongkong and Shang-HAI BANKING CORPORATION, and at other Offices of the Bank at the current

rates of Exchange for Demand Bills on ith reference to the foregoing the Hong- are published for general information. KONG AND SHANGHAL BANKING COR-PORATION invite Tenders for the above Loan until 4 o'Clock p.m. on WED-

NESDAY, the 15th December, 1886. No Tender will be entertained under Taels COLONIAL SECRETARY'S OFFICE, 262,50 for each Bond. The Amount allotted must be paid in Dol-22nd December, 1886, when letters of allotment will be exchanged for Bonds

to Bearer. PROSPECTUS AND FORM OF TENDER can be obtained on application at the Bank. For the HONDRONG & SHANGHAI BANKING CORPORATION. Agents Issuing the Loan.

JOHN WALTER Acting Chief Manager. Hongkong, November 24, 1886.

Intimations.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

A N Extraordinary General MEETING A of SHAREHOLDERS will be Hele at the Hongkong Horel on FRIDAY, the 26th Instant, at 3 o'Clock in the Afternoon, Business: To consider a Proposal from Chinese to Lease the Premises for the purpose of continuing the business of the Laundry; and to discuss other matters.

By Order, WILLIAM LEGGE, for the Directors. Hongkong, November 15, 1886.

HONGKONG CLUB

NOTIOE. A N Extraordinary General METING be Held on THURSDAY, the 2nd Decem-

ber, at 4.30 p.m., as per Notice posted in the Hall of the Club House. By Order of the General Committee,

C. H. GRACE. Secretary. Hongkong, November 23, 1886.

In the Goods of FRANCOIS VINCENOT,

DURSUANT to an Order of the Supreme Court of Hongkong, made on the 22nd day of November, 1886, Norice is Hereny GIVEN that all Persons having CLAIMS against the Estate of the above-named FRANCOIS VINCENOT, formerly of Victoria in the Colony of Hongkong, (who died at Victoria aforessid on or about the 4th day of October, 1886, and of whose Will, Probate was granted to the Undersigned on the 16th day of November, 1886, by the Supreme Court of Hongkong in its Probate Jurisdiction), are hereby required to send in writing Particulars of their Claims to the Undersigned on or before the 22nd day of June, 1887, after which time the Undersigned will proceed to distribute the Assets among the Persons entitled thereto having regard only to the Claims of which he shall

have had Notice. Dated Hongkong, the 23rd day of Nov.,

A. R. MARTY, Sole Executor of the Estate of the late FRANCOIS VINCENOT.

BREWER is now showing a great VV . variety of New Designs in CHRISTMAS CARDS, including :-Native Cards with Pidgin English Mottoes. Japanese Silk Cards with Appropriate Greetings. A New Series of Cards with German and English Greetings. Photos of Hongkong and Chinese Characters with Pidgin English Sing Song. Very beautiful American Country Scenes, frosted. Etched Palette Cards for Colouring. The Robin Series. Very Bandsome Cards in boxes. Plain Gold Blocked Cards with Simple Mottoes, Already very Popular, A great variety of Other Cards to suit every taste. -PRICES VERY MODERATE. W. BREWER.

under Hongkong Hotel Hongkong, October 30, 1886. HONGKONG RACES, 1887,

WEDNESDAY, THURSDAY & FRIDAY. the 23rd, 24th, and 25th February. HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEP-BTAKES of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies bond fide Griffins at date of Entry (SATURDAY, ing 31st December last, in Order that the EUTIONS for the year ending 31st December | the 22nd January, 1887), First Pony 70 per last, in Order that the DISTRIBUTION cent, Second Pony 20 per cent, and Third of the PROFITS reserved for Confributors Pony 10 per cent. Weight 10st. 10ths.

Distance, One-Mile-and-a-Half. NOMINATIONS CLOSE OR SATURDAY, the NEXT, will be adjusted by the Company, 18th December, 1886, addressed to the tion for Passen and no Claims or Alterations will be subse. CLERK OF THE COURSE, at the Hongkong and Stewardses.

> By Order, J. GRANT,
> Acting Clerk of the Course. Hongkong, November 5, 1886.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-Lions to Sell by Public Auction, on FRIDAY.

the 26th November, 1886, at 11 a.m., at the Kowloon Godown Co.'s Godowns .-(For Account of whom it may Concern). Ex Botvid.

About 240 Packages FIRE CRACKERS. each 8 boxes. About 389 Cases CASSIA LIGNEA. 33 do. PRESERVED GINGER All more or less damaged by Sea Water .-TERMS OF SALE. - Cash before delivery.

Auctioncer. Hongkong, November 22, 1886.

G. R. LAMMERT,

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by Public Auction. to be held on the Spot, on MONDAY, the 29th day of November, 1886, at 4 p.m., By Command.

FREDERICK STEWART, Acting Colonial Secretary.

Hongkong, 13th November, 1886. 2186 lars at Exchange of 72 on or before the | Particulars of the Letting by Public Auction Sale, to be held on Monday, the 29th day of November, 1886, at 4 p.m., by Order of His Excellency the

> 75 years. Particulars of the Lots.

Officer Administering the Government,

of Five Lots of Crown Land, in he

Colony of Hongkong, for a term of

10	Vo. of Bale.	Registry No.	Locality,	Boundary Measure- ments.				Contents in Square fee	Annual Bent.	Price
=.		4,0.		W.W.	9. &: 8. K.	E.	w,	ats feet.	- E	
	-	Rural Building Lots	Mazazine		ft.	£t,	ft.	¥ 31	8	8
- 7	1	87	Gap	200 N.W.	970 8.	207		42,100	98	84
	\$	- 88	Do.	250 N	120	310	207	44,800	104	90
G	, \$	89	. Do.	210	850	219	240	61,900	138	124
d	. 4	49	Do.	350			f	88,100		
e	5	50	Do.	237	400	297	380	68,900	146	128

PUBLIC AUGTION.

SALE OF VALUABLE PROPERTY.

THE Undersigned her received instructions to Sell by Public Auction, on WEDNESDAY, the 1st day of December, 1886, at 3 p.m.,

ALL THAT PIECE OR PARCEL

on the Spot,-

OF GROUND of the MEMBERS of the OLUB will Situate between STAUNTON STREET and CAINE ROAD, abutting on the North side thereof on a Public Road and measuring thereon 82 feet, on the South side on a Public Road and mea suring thereon 112 feet, on the East side thereof on a Public Road and measuring thereon 350 feet, and on the West side on a Close registered in the Land Office as INLAND LOT No. 100 and measuring thereon 342 feet, and is

> LAND LOF No. 101. The above Property will be Sold in Two Lots. 1st Lot. - THE NORTHERN PORTION, upon which CHI « ESE Houses may be erected.

registered in the Land Office as IN-

2nd Lot .- THE SOUTHERN PORTION, with the 28th Instant. the Buildings erected thereon. TERMS OF SALE. - 20 per Cent. of the Purchase Money to be paid on the fall of the hammer, the Balane, within 10 days on completion of the transfer, expenses of which to be paid by the Purchaser, The Vendor reserves to himself the right to tid, either by himself or his Agent, For further Particulars, Plan of Proerty, &c., apply to

J. M. ARMSTRONG.

ductioneer. Hongkong, Nevember 19, 1886.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY, FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for NINGPO. CHEFOO, NEW. HWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.

The Co.'s Steamship despatched as above on WEDNESDAY, the 1st December. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hougkong. November 23, 1886. NAVIGAZIONE GENERALE ITALIANA 2069 (FLORIO & RUBATTINO UNITED COMPANIES.)

> STEAM FOR SINGAPORE, PENANG, COLOMBO. BOMBAY, ADEN, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA (Taking Cargo at through rates to MADRAS PERSIAN GULF, BAGDAD, all MEDITERRANEAN, ADRIATIC and

LEVANTINE PORTS, ODESSA and ALEXANDRIA. BUENOS AYRES, MONTE-VIDEO VALPARAISO und CALLAO.) D. Balduino,
Capt. G. Dodeno, will be
despatched as above on or about the 10th December.

The Steamers have sp'endid Accommodation for Passengers and carry a Doctor For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, November 19, 1886,

PRICE, \$2 PER MONTH.

Shipping.

Steamers. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO: The Co.'s Steamship Captain Hannis, will be despatched for the above

Ports on FRIDAY, the 26th Instant, at Daylight. " For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, November 22, 1886. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE. (Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS. MANIA, &c.) The Steamship

Catterthun, Captain DARKE, will be despatched for the above Ports on FRIDAY, the 26th Instant, at 4 p.m., instead of as previously advertised. For Freight or Passage, apply to

RUSSELL & Co., Agents. Hongkong, November 19, 1886.

SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG. The Steamship D. WILLIAMS, Comm'der, will be despatched for

ADAMSON, BELL & Co., Hongkong, November 24, 1886. THE CHINA SHIPPERS MUTUAL

the above Ports on the 28th Instant.

For Freight or Passage, apply to

FOR LONDON VIA SUEZ CANAL. (Taking Cargo at through rates to NEW YORK.) The Co.'s Steamship

STEAM NAVIGATION COM-

PANY, LIMITED.

J. C. JAQUES, Com'der, will be despatched as above on or about the 30th Instant. For Freight, &c., apply to

ARNHOLD, KARBERG & Co., Hongkong, November 21, 1886. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ OANAL

The Co.'s Steamship Palinurus,
Captain Jackson, will be
despatched as above on WEDNESDAY, the 1st December. For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, November 24, 1886. FOR NEW YORK VIA SUEZ CANAL The Steamship W. H. MITCHELL, Com-mander, will be des-

patched for the above Ports on or about

For Freight or Passage, apply to ADAMSON, BELL & Co., Hongkong, November 16, 1886. 2185 AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to CAL. CUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and

ADRIATIC PORTS. The Co.'s Steamship Capt. S. Mersa, will be despatched as above on IHURSDAY, the 2nd December, at Noon. For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.

O. BACHRACH, Hongkong, November 18, 1886. Sailing Vessels.

FOR NEW YORK. The 3/3 L.1.1. American Barque. Antioch. Hemingway, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, October 11, 1886.

Notices to Consignees. UNION LINE. FROM NEW YORK, PENANG AND

SINGAPORE.

THE Steamship Parthia, Captain BROUGH, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the

Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Proximo, or they will not be re-RUSSELL & Co.

Agents. Hongkong, November 23, 1886.

Macewen. Frickel & Co

VICTORIA EXCHANGE, QUBEN'S ROAD CENTRAL.

VE FOR SAL THE FOLLOWING

STORES.

EX AMERICAN MAIL STEAMER Smoked HAMS. Golden SYRUP in Gallon Tins.

Assorted SYRUPS. CUTTING'S Table FRUITS. ASPARAGUS.

Queen OLIVES. Sausage MEAT. CAVIAR. Potted MEATS.

MACKEREL in 5th Tine. Eagle Brand MILK. Lamb's TONGUES. Green CORN. Baked BEANS.

BRAWN.

A LARGE ASSORTMENT

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING UTENSILS WOFFLE IRONS. CHARCOAL TRONS KEROSINE LAMPS NONPAREIL KEROSINE OIL.

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ \$11 and 812. OUP CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SACCONE'S SHERRY. SACCONE'S INVALID PORT. ROYAL GLENDEE-WHISKY JAMESON'S WHISKY. OLD BOURBON WHISKY. HERRING'S OHERRY CORDIAL. # ASSORTED LEQUEURS. DRAUGHT, ALE and PORTER.

THE USUAL ASSORTMENT

OILMAN'S STORES.

Lowest Possible Prices FOR CASH.

Macewen, frickel & co.

Hongkong, July 1, 1886. Intimations.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Ro-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN OF MERCHANDISE in First-Class Granite Godowns at Chean Rates. Also Coals in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Whari EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

For further Particulars, apply to W. KERFOOT HUGHES,

Pedder's Street.

Hongkong, Fobruary 17, 1886.

MANILA SLIP COMPANY

LIMITED.

111HIS Company having COMPLETED the SLIPWAY and WORKS at Cafacao (Cavite) is now prepared to under-take the REPAIRS of VESSELS, and other SHIPBUILDING WORK, under the Direction of AN EXPERIENCED ENGINEER and Shippuilder from one of the principal Shipyards of the Clyde. Dimensions and principal Particulars of

Patent Slip and Ship-yard at Caffacao (Cavite). Length of centre ways of Slip - 820 feet. Length of Slip cradle - - - - 270 " Width of Slip inside rope-rods - 36 Inclination of ways 1 in 18.

Depth at outer end (high water to rails) - - - - - 26 m Length of Slip rail dry at low Length of Slip rail extreme highwater- -- 350- a

Height of cradle-rails to keel blocksfore end - - 2 ft. 9 ins. after and - 7 a 6 Rise and fall of tide-extremes

Width of ways, centre to centre of side rails - - - - - - - 27 Capacity of the Slip in gross tonnage - - - - - - 2,500 tons. (Note. - This last particular must depend on the draught and build

of Vessel.)

Working capacity of hydrau-

lie hauling gear - - - - 2,000 tons. The site of the Company's works is on a perfectly sheltered Bay, where Vessels can lie and work be carried on in any weather. THE REPAIRING SHOPS include Hengkon Lice Company, Limited ... PLATING and BOILER SHOP, SMITHY, Hongkon Bakery Company, Ld. ... FOUNDRY, FITTING SHOP, CARPENTER'S Luzon Sugar Company, Limited..... Shop and Saw-Mill, with a full equipment Perak Tin Mining & Sting Co...... of appliances for every class of Repairs to Punjoin & Sunghie Dua Samatan 40,000 8 STEAMERS and SAILING SHIPS, WOOD and IRON, and the BUILDING of SMALE CHAFT of all kinds, up to about 200 Tons.

PEELE, HUBBELL & Co., 2071 HK. High-Level Tramways Co., Ld. Hongkong, November 1, 1886.

Mr. Andrew Wind.

NEWS AGENT, &c. 21. PARK ROW, NEW YORK;

Notices to Consignees.

FROM LONDON, PENANG AND SINGAPORE.

THE S.S. Gleneagles having arrived I from the above Ports, Consignees of Oargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY, the 10th Instant. Cargo remaining undelivered after the 26th Instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, November 19, 1886.

To-day's Advertisements.

THE BEN LINE OF STEAMERS. FOR YOKOHAMA AND HIOGO. The British Steamer

Capt. Rinnoch, will be despatched as above TO-MORROW, the 26th Instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, November 25, 1886.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON

AND SINGAPORE.

The Co. 's Steamship Captain Wilkins, will be despatched as above on SATURDAY, the 27th Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, November 25, 1886. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SHANGHAL (Taking Cargo & Passengers at through rates for CHEFOO. HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Captain Young, will be despatched as above on SATURDAY, the 27th Instant, at 3 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

THE BEN LINE OF STEAMERS. FOR SINGAPORE AND LONDON.

Hongkong, November 25, 1886.

The British Steamer Captain Le Boutellier, will be despatched as above on MONDAY, the 29th Instant. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hengkong, November 25, 1886.

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA and NEW ZEALAND, &c.) The British Steamer

Rochampton. Captain Sandrason, with part Cargo from Japan, will be despatched as above on TUESDAY, the 30th Instant, at 4 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, November 25, 1886.

FOR SANDAKAN. The German Barone F. H. Drews. Captain ROTHBART, will be desponded as above on THURS-

DAY, the 2nd Proximo. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,-

Agenta.

Hongkong, November 25, 1886.

Hongkong and Shanghai Bank Corp. 60,000

North-China Insurance Co., Ld..... 5,000 €

Yangteze Insurance Company, Ld. .. 8,000

Union Insurance Society Co., Ld. ... 10,000

China Traders' Insurance Co., Ld. ... 24,000 3

Canton Insurance Office Co., Ld... 10,000 1

Chinese Insurance Co., Limited 1,500 3

flongkong Fire Insurance Co., Ld ... 8,000

Singapore Insurance Company, Ld. 40,000 &

HK. O. and M. Steamboat Co., Ld. 8,000 8

Douglas Steamship Co., Limited 20,000 \$... In d. Ohina S. N. Company, Limited 18,387 £

Whampea Dock Co., Ld. 12,500

INSURANCES.

hina Fire Theurance Co., Id.,...

STEASIBOAT COMPANIES.

60,000 shares issued......

China and Manila S. S. Co., Ld

NISUBLLANEOUS.

HK. and China Gas Co., Limited. \

Now Shares

3.000 sha, issued

Curna Sugar Company, Limited

Mining Co.

H. & M. Glass Manufacturing Co....

Chinesa Imperial 1881

A. S. Watson & Co., Limited ..

H'hong Rope Manufactory Co., Ld. 3,000 8

Hong cong Hotel Company, Lt

Nos. of

Shares.

Nisbet, Saigen and Haiphong November To-day's Advertisements.

CITY HALL

SATURDAY. 27th November, 1886, at 9 p.m.,

LAST PERFORMANCE HE FRENCH OPERA COMPANY

(from Saigon and Batavia). Under the Distinguished Patronage of HIS EXCELLENCY THE ACTING GOVERNOR. HON, W. H. MARSH.

TIT DUC OPERA COMIC IN THREE ACTS.

Music by Lecoq. Cust of Characters: Duo DE PARTHENAY ... Mile. Ida Delaroche. DE MONTLANDRY ... MM. Henriota ...Mile. Armandini. Esther. DUCHESSE DE PAR-Lucile Reland. THENAY ... DIANE DE CHATEAU Armandini. LANSAC Melle DE CLERMONT Esther. TONNERBE ' DE SAVENAY ... M. Augustus. Mr. BURGAIROLLES, Chef d'Orchestre,

PRICES OF ADMISSION: - 22.00. Stalls-Front Seats. -Stalls-Back Seats. -- - \$1.00. Reserved Tickets can be booked at Messra. HAHN, PIRON & Co.

A. DARON, Director.

WANTED ON BOTTOMRY.

Hongkong, November 25, 1886.

A BOUT DOLLARS SIX THOUSAND FIVE HUNDRED (\$6,500) on the Ship and Freight of the German Barque F. H. Drews Captain ROTHBART, for the voyage hence to Sandakan and back to Hongkong or Shang-

TENDERS must be sent in on before SATURDAY, the 27th Instant, to the Undersigned, who do not bind themselves to accept the lowest or any Tender. SIEMSSEN & Co...

Agents. Hongkong, November 25, 1886.

PUBLIC AUCTION.

THE Undersigned has received instructions from Captain BALDOCK, Royal Artiflery, to Sell by Public Anction, on TUESDAY.

the 30th November, 1886, at 2 p.m., at his Residence, No. 12, Lower Seymour Terrace,-

HOUSEHOLD FURNITURE, &c., comprising :-CRETONNE-COVERED EASY CHAIRS, OCTO-

THE WHOLE OF THE

GAN TABLES, CHIMNEY GLASS, PERSIAN Rugs. Picrures. TEAR EXTENSION DINING TABLE, SIDE-BOARD, WHATNOT: DINNER, DESSERT and BREAKFAST SETS, GLASS and PLATED WARE.

DOUBLE and SINGLE IRON BEDSTEADS, ENGLISH-MADE MAROGANY WARDROBE with PLATE GLASS DOOR, WRITING TABLE, BOOK-SHELF, TOILET TABLE and GLASS and WASH-

A COTTAGE PIANO, by COLLARD ONE IRON COOKING STOVE. &c. . . CO.,

Catalogues will be issued. TERMS OF SALE. - As customary. J. M. ARMSTRONG.

Auctioneer. Hongkong, November 25, 1886.

SHIPPING.

ARRIVALS. November 24, 1886 -Lorsia Doone, British barque, 367, J. Lynn, Newchwang November 14, Beaus,-

SHAN TIE. Chittor, British barquentine, 217. Thomas Gortley, Albany (Western Australia) Sept. 25. Sandalwood. - OHDER.

November 25 :-Anna Bertha, German barque, from Nardoo, British barque, from Whampon, Picciola, German steamer, 845. Th.

Nissen, Singapore November 15, General. -BUN HIN CHAN. Texiot. British steamer. 1,349, W. C.

SHARE LIST. -QUOTATIONS.

50,000

575,00L

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22. General. - Adamson, Bell & Co. Veither the Captain; the Agents, nor Welle, German steamer, 395, E. Piper, Hothow November 23, General. - WYELER any Debt contracted by the Officers or

Brynhilda, British ship, 1,409, R. Meikle, Cardiff August 4, Coal, -P. & O. S. N. Co. Titania, Austro-Hungarian str., 2,011 Moras, Trieste October 5, and Singapore Nov. 17. General. - Austro-Hungarian

Hattie N. Bangs, American barquentine 542, E. Bangs, Newshwang November 15, Peas. Gonsalves & Co. Jessie Renwick, British barque, 892, M.

Pinckney, Singapore October 11, Timber. -TONG SANG WOO. Soochow, British steamer, 313, C. Koch, Hothow Nov. 23, Genreal.-Kwong Tar

Hydra, German barque, 785, C. Binge, put back from sea, General.—Gonsalves &

DEPARTURES. November 25 :-Jacob Christensen, for Kutchinotzu. Falkenburg, for Wuhu. Ajax, for Singapore and London. Activ, for Haiphong. Kwang Lee, for Shanghai.

Teheran, for Yokohama.

OLEARRD. Johanna, for Foodhow. Strathairly, for Otaro. Ole Smith Ploug, for Hamburg. Signal, for Hothow and Pakhoi. Formosa, for Coast Ports. Taichiow, for Holhow and Bangkok.

PASSENGERS:

ARRIVED.

Per Picciola, from Singapore, 200 Chi-Per Welle, from Hoihow, 40 Chinese. Per Titania, from Triesto, &c., Mr R. von Hirsch, and 286 Chinese. Per Soochow, from Hoihow, 46 Chinese. Per Hydra, 23 Chinese, put back from

DEPARTED. Per Falkenburg, for Wuhu, 150 Chinese. Per Ajax, for Singapore, 2 Europeans nd 336 Chinese. Per Activ, for Haiphong, 10 Chinese. Per Kwang Lee, for Shanghai, 2 Eurocans, and 60 Chinese.

To DEPART. Per Signal, for Holhow, 170 Chinese, Per Formesa, for Coast Ports, 250 Chi Per Taichiow, for Hoihow, 2 Europeans and 19 Chinese.

SHIPPING REPORTS The German steamer Picciola reports Had strong north-north-east and north-

casterly winds with high sea from port to The British steamer Teviet reports

Had strong breezes and heavy head sea throughout the passage. The British ship Bryshilda reports Passed through Zamandro Straits October 28th, Gilolo passage on the 12th just, had

a cyclone, in lat. 6 o north, 135 east. On the 13th October, spoke thip Lock Eck, from Melbourne, bound Calcutta, 17 days out, lat. 29.10 S., and long. 107.6 E.

POST OFFICE NOTICES. MAILS will close:-For SINGAPORE, PORT DARWIN THURSDAY ISLAND, QOOKTOWN TOWNSVILLE, BRISBANE, SYD-NEY, MELBOURNE, ADELAIDE & NEW ZEALAND.

For Catterthun, at 3.30 p.m., on Friday the 26th inst. General Memoranda.

SATURDAY, November 27 :-Tenders for Bottomry (\$8,500) on F. H. Drews must be sent in on or before this date to Messra Siemssen & Co.'s office. 9 p.m. -- Performance at the City Hall.

MONDAY, November 29 :-4 p.m. -- Auction of Crown Land at Magazine Gap. Torspay. November 30:-2 p.m. - Auction of Household Furniture;

&c., at the residence of Capt. Baldock, R.A., at No. 12, Lower Saymour Ter-List of Contributions to the China Fire Insurance Company, Ltd., to be sent in before this date.

List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date. WEDNESDAY, December 1 :-3 p.m. -Auction of Valuable Property

on the Spot.

THURSDAY, December 2:-

4.30 p.m.—Meeting of Members of the Hongkong Club. NOVEMBER 25, 1886. Claring Que tations,

Position fee Last Repost. Last Dividend 3 111,760.34 £2 div. 1-year 176 % prem. 406,132,00 Tls. 20 p. sh. Tis. 270 per share 3,059.76 Dec. 31 1684 Ta 115 439.089.41 831 p. sh. /84 885 187.524.75 20 % @ annum 1 68 ex div. 494.405.00 10 % for 1885 882k 2,868.89 6 % for 1885 | \$180 per share, numinal 283,482,55 827,50 for 85 \$430 228.811.67.8 6 for 1884 \$90 per share 822, buyers 12,830.746 % half year 90 % prem. 1151.13 June 30/86 846, buyers 4,387.5.97 % for 1885 par 25 discount 6,701.43 7 % half year 8120 % prem., buyers 1,527.3.11 10 % and 2 % \$130 per share, buyers 1,321.41 36 half year \$185 per share 13,451.51 None 3116 per share, cash 1,125.30 312 241 per abare \$120 m 690.66 \$16 358 35 1,094.52 3 % nominal

None

First year

Payable.

March 10

June 30

Jan. 18

Oct. 15

June 16& Dec. 1

caah 60 % discount 64 inter, divd \$130, buyers 6 months 2 % prem. 7 % prem.

8 Z prem.

3 % prem.

A. G. STOKES, Share Broker,

Crow of the following Vessels, during their stay in Hongkong Harbour :-BATAVIA, British barque, Capt. Nelson. CHITTON, British barquentine, Captain Thon Gortley .- Order.

Not Responsible for Debts.

Owners will be Responsible for

Erros Souls, American ship, Capt. J. T. Soule, - Master. EESE, Gorman brig, Capt. E. Schwartz. Chinese. TRATELLANZA, Italian barque, Capt. G. B. Schiaffino.—Messageries Maritimes.

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young. - Gonsalves & Co. JOHN FRAHEY, British ship, Capt. Thos. Ryan. - Messageries Maritimes. PARTHIA, British steamer, Captain O. C. Brough. - Russell & Co.: RALPH M. HAYWARD, Am. bar'tine, Capt

Joseph Baxter. - Arnhold, Karberg & Co. SARAH HIONETT, American Ship, Capt. A. Morgan, -Ed. Schellhas & Co., THERESE, German barque, Captain W Möller. Chinese. VENTURA, Spanish barque, Captain R.

Estival .- Remedios & Co. SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.)

HIGH WATER. Aft. Rises. Sets. H. M. H. M. H. M. Day of Morn. 6.20 0.15 8.27 6.22 10.27 6.23 6.23 6.24 11.33

mins, later than at Hongkong at the Barrier: 3 hrs. 15 mins.; at the Salt Flats : 3 hrs. 30 mins. at Shameon : 3 hrs. 45 mins. Moon. New Moon; 26d. 2h. 55m.

orning. MEMOS. FOR TO-MORROW.

Shipping. Daylight. - Formosa leaves for S'tow, &co 4 p.m.-Cafferthun leaves for Australian

Auctions 11 a.m. - Anction of Sundries at Kowlood Godown Co. 's Godowns.

Meeting. 3 p.m.-Meeting of Shareholders of th H.K. Steam Laundry Co., Limited, at Hongkong Hotel,

Miscellaneous.

Goods per Gleneagles undelivered after

this date subject to rept. No. 2.-Vol. XV. _()F THE_

WILL BE READY

TO-MORROW. A. S. WATSON & Co.

LIMITED, AVE NOW RECEIVED THEI SEASON'S SUPPLY

CHRISTMAS CONFECTIONER AND FIRST SHIPMENT FANCY GOODS:-

NEW PERFUMES, NEW SWELTS, NEW CHOCOLATES CUT GLASS BOTTLES. GLOVE AND HANDKERCHIEF BOXES. BASKETS OF CONFECTIONERY,

ORACKERS, &o. &o. &o. A. S. Watson & Co., Limited HONGKONG DISPENSARY.

CRYSTALLIZED FRUITS.

Hongkong, November 24, 1886. Por The publication of this issue commence

at 7.35 p.m. The China Itail.

HONOKONO, THURSDAY, NOVEMBER 25, 1886 LOCAL AND GENERAL.

PASSED SUEZ CANAL OUTWARD BOUND :- Annam, Sept. 21 Salarie, Camelot, 28; Deepdole, Ool 26; Elektra, Ulysses, 29; Ching-tu, Nov. 2; Glenavon, Anchises, Lydia, Tetartos, 9; Amazone, Stentor, Pandora, 12. HOMEWARD BOUND :- Glenogle, Oct. 22: Bellona, 29; Galley of Lorne; Port Jack son, Nov. 2 | Glengarry, Hector, Nestor, 9; Anadyr, 12; Antenor, Breconshire,

Co.'s atsamer Melbourne, was to leave Saigon for this port on the 25th inst, at noon, and may be expected here on or about Monday morning, the 29th inst. This packet brings replies to letters despatched from Hongkong on September 10th. The P. M. S. S. Co.'s steamship City Peking, with the AMERICAN MAIL of the

30th ultimo on board, will leave Yoko-

expected here on or about the 30th

hams on the 23rd instant, and may !

Ningchow, Havre, Palamed, 16.

The next FRENCH MAIL, per the M. M.

The steamship Benledi, from London, le Singapore on the 16th inst. and is now due. The Austro-Hungarian Lloyd S. N.

The stemmship Wingsang, from Caloutta, The journal, which will be issued weekly 26th inst. The Union Line steamer James Watt left Singapore on the 21st inst., and may

from Liverpool, left Singapore on the kind -Times of India. 23rd inst, and may be expected here on or about the 29th inat. The P. & O. extra steamer Khing, from Bombay, left Singapore at 10.30 a.m. on the 23rd inst, and may be expected to arrive here on or about Monday af- state of commercial affairs as more hopeful

WE learn that a telegram has been received here announcing the safe arrival at Shanghai of the steam launch Aberdeen, which left here several days ago under steam for the demand for landed property. The rethat port

ternoon next, the 29th inst.

We are informed by the Agent of the opening out of very extensive and rich new Mossageries Maritimes that the S. S. Melbourse, with the next French Mail, was to leave Saigon for this port at noon to day, and may be expected here on or about Sunday, the 28th instant.

THE Acting Superintendent of the P. & S. N. Co. informs us that the Company's Extra Steamer Khing, from Bombay, 12th instant, left Singapore at 10.30 a.m. last Tuesday, and may be expected to arrive here on Monday afternoon next.

THE proposed Volunteer camp at Kowloon will not be formed. There will be Volun-Saturday, when cups will be given to the best shot at 150, at 250, and at 300 yards and to the man with the highest aggregate. Five rounds will be fired at each range. kneeling position.

THE recommendation of the Marine Court of Inquiry, that lights should be placed on the route between Hongkong, Holhow, and Pakhoi, touches an old grievance. It is to be hoped, now that this trade is increasing, that the suggestion will receive some attention from the Chinese authorities; or th Inspector General of Customs.

THE German barque Hydra, consigned to Mesers Gonsalves & Co., which sailed from Hongkong for Honolulu on the 28th Oot. with a general cargo, put, back to day dismasted, having encountered a typhoon off the coast of Japan three weeks after leaving port. This is doubtless the same hurricane through which the Teheran passed,

THE British barque Lorna Doone, which arrived here yesterday evening, reports Left Newchwang on the 14th inst., had fine weather with light northerly winds to 18th, when in lat, 32.30, long. 123.40, wit increased to a strong gale with a very beavy sea, veering from east-north-east to north north-westerly; at 8 a m. shipped heavy so burst in skylight, flooding cabin, lest port bulwarks and small damages about decks thence fine weather and north-easterl winds to port.

An inquest was held this afternoon on the body of Li Ahung, who was crushed by several bags of rice falling upon him in a shop at 320 Queen's Road West on the 23rd inst. A man was taking down a number of bags that were piled one above another, and had mounted a ladder for the purpose. While he was doing this some of the bags at the top got loose and fell down on the deceased, inflicting serious injuries. This morning his condition became worse, and Hospital. A verdict of accidental death was returned.

soon managed to extinguish the flames, not, ed nearer to perfection on the route to the however, before the stack was completely Race Courte than anywhere else, and so ruined. Fortunately the matched was iso potent were they that any of the active lated from the other buildings, and the only young bloods who in those days robbed danger of the fire apreading was in themselves of sleep in the too often futile the direction of the trees on the billside. attempt to sutrap the early but generally The origin of the fire is not well known, wary worm, might easily have smelt their but there is a pretty strong anspicion that way blindfolded, after a little practice, to the shed was set fire to by some Chinese the course, guided only by the distinctive perwho have a spite at Mr. Kennedy. The fume of each particular bouquet. It is well property was not insured. The difficulty known that some of these young sports of obtaining water in case of a fire at a suffered in pocket, but it has not been redistance from the Praya is a serious matter, corded that they likewise suffered in for, had the fire occurred in a number of health. dwelling houses, the destruction caused might have been very great. The loss last night in Sanitation, but an examination of the is estimated at about \$800.

THE Straits Times says :- The Engineers' Association has been in communication with the Government in regard to the over-load. ing question to which a short time ago felt necessitated to call public attention, and Government have promised to give all the attention to it which such an important question demands, and it is confidently expected that before very long we shall have some strong legislation on the subject if the evil continues, particularly with regard to night-loading and taking in or discharging cargo outside the harbour limits.

Mr. Pat Doyle, C. E., who recently sevgineer owing to a dispute with the prosteamer Titania, from Trieste, left prietors regarding editorial responsibility, Singapore on the 17th inst., and may has issued a prospectus of a new paper be expected here on or about the 24th entitled Indian Engineering, which he intends issuing from the lat January next left Singapore on the 19th instant, and at's moderate cost, will be devoted to the terest and will give information regarding works in course of construction, which cannot fail to be of value to engineers. and experience we may look forward to the The O. S. S. Co.'s steamship Glaucus, publication of an excellent journal of its

among business men to regard the prescht

than it has been for years. Some shrewd

city authorities do not heaitate to say that

we are on the eve of a big boom in trade."

The large increase in the rail way traffic re-

turns is a most cheering symptom, and there

gold-fields in South Africa and Australia are very opportune. A large increase in the production of gold would have a most useful effect in raising prices and putting a stop to the depreciation of silver. Such a happy accident would be worth far more than all the labours at the Currency Commission, By the way, a few days ago I asked the head of one of the largest silversmiths firms in the kingdom the question whether the fall in silver had led to any increase in the demand for silver plate. He assured me that it was causing an extraordinary and wholesome change in public taste. It has almost brought to an end the era of electro-plate, as nowadays people even of moderate means can afford to buy the real article when they are retting up housekeeping. He also sold me that his firm had done an exceedingly good business this year not through the teer shooting competition at Kowloon on Colonials, who seem not to have made large purchases but in consequence of the improvement in trade in this country. Unless, therefore: Russia chooses to bring on a general European war, the prospect is very encouraging.

> BURROWINGS IN SEARCH OF TRUTH. CONTRIBUTED.

Uncle Toby's remark that 'there's a good

deal to be said on both sides! fitly applies to at least most, if not to all discussions: and as there is perhaps no better mode of eliciting the truth than questioning the infallibility of what are generally accepted as indisputable facts, it might be worth while considering, whether or not the frequent omments on Sanitation which have lately appeared in the columns of the local papers. are not to some extent one-sided. The supposed bonotits arising from Sanitary measures have been so generally acknowledged, that the question is now placed almost beyond controversy. Still, in the endeavour to arrive at scientific exactness, it might be well to enquire if the small minority of the human race; who are at least indifferent to what the majority consider of such vital importance, have any grounds for treating such a subject with feelings. apparently, almost bordering on contempt. Our neighbours the Chinese give little or no heed to Sanitation, and, seemingly, withbut any special detriment to themselves. Tientsin has attained to the proud preeminence of possessing, perhaps, the most fragrant most of any walled city in China, and yet great numbers of the well-to-do citizens of that active centre of commerce spend most of the long summer evenings in the apparently successful search for healthful recreation, sitting on the parapet walls of the many bridges which span the most, inhaling its unctuous exhalations, while listening to the sweet warblings of their feathered companions, the well-known lark of the North of China. Their conduct in this matter may to some extent be elucidated by the following extract from The he died while being taken to the Tung-wa Illustrated London News of 2nd October :-The Sewermen of Chelses, at least, show wonderful health and vitality, though they spend seven hours a-day under-ground; SHORTLY after nine o'clock last night, fire One pensioned off is eighty-six, another broke out in a mat shed close to Mr Ken- seventy-five, another seventy-four, another nedy's Horse Repository. About 2,000 picula lifty-five, and these veterans have been at of stray had been stacked, and round about work in the sewers for periods ranging bethis straw a matched was built, which was tween twenty-eight and thirty-eight years. only finished about three days ago. The Those who are afraid of smells, and it fire spread rapidly and in a short time the must be admitted that at present they are whole stack was enveloped in flames. Fire both numerous and rampant, it may be engines were speedily on the spot, but some consolation to know that this state they could do little good as there was of things is not entirely exceptional, and no water to be had near. Three en that there have been periods in the history gines had to be stationed at intervals to of Colony as flavoury as to-day, without pump the water from the Praya into one apparently causing any great damage to the hose, and it was close on 10.30 before health of the public. The dewy morn was the water was got to play on the stack, the most favourable time for the develop-After the water was procured the firemen ment of these odours, which perhaps reach

history of drainage in Hougkong would probably be found scarcely amusing, and certainly not instructive. In early days, when the first settlers were not only the architects of their own fortunes, but also of their own houses (often materially assisted in both operations by their compradores -hence arose the comprederic order of architecture), drains of some sort were con sidered not altogether undesirable, and the-Chinese contractor was generally, but not always, instructed to make one; which he proceeded to do without for a moment enered his connection with the Indian En. tertaining any idea that it would be of the slightest use, but simply to comply with what he considered one of the many absurd prejudices of eccentric Foreigners. These drains were of rubble construction, about as capable of containing fluid as an ordinmay be expected here on or about the discussion of matters of professional in ary riddle, connected with nothing in particular, and whether terminating in a neighbouring cellar, or up a tree, were matters. be expected here on or about the 28th From Mr Doyle's previous literary work of supreme indifference to the self-made architect and to the complement contractor. So-called scientific drainage followed in the wake of these early amateurish efforts, and J. M. M. writes to the Bombay Gazetle as it is perhaps to be regretted that a system follows:-I find there is a growing disposition of deep drains was ever introduced. The place is particularly well adapted for surface drainage, and the easily obtained services of the Maitre des basses Œuvres! solves the problem that is at present sorely vexing the souls of all those who have any are even some indications of a revival in thing to do with the sanitation of large ports which come to hand just now of the cities in Europe

Drains are an accepted important factor

all 1 authorized to receive Subscriptions, Chinese Imp. (Ch. Bank Loan) 1885 2790 Advertisements, &c., for the China Mail Overland Uhing Mail, and China Review.

either direction, equally futile. After all, as truth is said to lie (strange hold to your agreement that all the debts paradox) at the bottom of the well, perhaps the search for it must ever remain fruitless; and who shall decide when Doctors dis-

THE VICTORIA STEAM LAUNDRY

of adopting the Directors' Report and coive more than \$1,000. Statement of Accounts up to the 15th Instant, and to confirm the special resolu- ford's question, and Mr. Crawford put the tions for winding up the affairs of question again. Some conversation then the Company passed at the Meeting ensued on the point. held on the 13th Instant. Those prosent were :- Captain G. C. Anderson unfair to ask the old Company to stand by (Chairman), Mr R. Fraser Smith, Direct the agreement made at the last meeting, tor : and Messrs W. Legge, A. Johnston, considering the change that had appeared in D. McCulloch, D. R. Crawford, A. O' D. the accounts, and Mr Legge eventually, Gourdin, O. Grant and R. C. Hurley (So- on behalf of the Directors of the Hong-

The notice calling the meeting having agreement if any were made.

but little to add to the statement submitted to he had for collection. Would the other crediyou a few days ago. The audited statement tors get anything? of accounts subjoined gives full information Mr Fraser-Smith said that Mr Legge's as to the unfavorable results of the Com- agreement with the Company was that pany's working, and any further particulars he was to collect the accounts as far which the shareholders may desire we as he could to liquidate the debts of the shall be pleased to furnish. This meeting Company. At the same time it was for the has been called to confirm the special reso- shareholders to say whether it would be lution winding up the Company. At the equitable to deprive the Hongkong Steam last meeting it was proposed by Mr Woodin, Laundry Co. of everything. seconded by Mr Crawford, that Mr McCullook assist Messrs Anderson and Fraser- ditors ? Smith to wind up the affairs of the Victoria Laundry Co.

Mr Crawford-I should be glad if the Directors would give the shareholders some [Mr Legge said that after paying wages there particulars as to the very considerable | would be nothing left. difference in the audited accounts now submitted-(given below)-with the audi- bave been regularly drawn? ted accounts submitted on the 30th October ! You say you have little to add to the have been paid, not regularly; but they statement submitted. Then it is ovident have been paid. that the former account was more incorrect . As no one would second the adoption of know why you then showed a loss of \$6,000 | might be dispensed with, and the suggestion

and now a loss of 89,000. Mr Frager-Smith Gentlemen, the differences Mr Crawford refers to are made up resolution passed at the last meeting, that of loss on the sale of the steam launch, the Victoria Steam Laundry Co. be wound the opinion that no more capital can be amounting to over \$1,000 and about \$1,200 up and handed over to the Hongkong Steam wages which were left out of the last ac- | Laundry Co., be confirmed.

Mr Crawford-\$500 it appeared to be at | which was passed unanimously. the last meeting. Mr Fraser-Smith-The amount includes wages up to the middle of November, half a That makes up the difference. At the statement of accounts is as unsatisfactory, in proper order. to me as it can be to any other shareholder. The figures when presented to me were simply astounding. They were so entirely different to the periodical returns made to see that the books were put into such a Captain Anderson and mysalf by the Secre- state as anyb dy who knew anything about tary that I was at a loss to make out how | bookkeeping could understand. the difference could be accounted for, and really, gentlemen, until I go personally through the Company's books, which I shall certainly do, Lam unable to give you a of Directors submitted this afternoon to the satisfactory explanation. I may say whilst | shareholders of the Victoria Laundry Com-I am on my legs that I am exceedingly pany, Limited :sorry that we were called upon to have a Gentlemen,-The Directors have but forced sale on the steam, launch, resulting little to add to the statement submitted to in a loss of over \$1,000 to the Company. I you a few days ago. The audited statement feel rather strongly on this point, because of accounts subjoined gives full information writs and summonses were issued against as to the unfavorable results of the Comthe Company, and speaking for myself I pany's working, and any further particulars was not really aware that we owed the ac- which the shareholders may desire we counts for which we were sued. There is I shall be pleased to furnish. one thing Mr Hurley must really take the responsibility for, and that is, in not having either paid the accounts owing by the Company as they were sent in from month, or submitted them to the Directors. Instead of that they were allowed to accumulate. I have in my hands at present outstanding accounts amounting to \$3,000. With the exception of the steam launch Mr Hurley never paid a single account owed by the Company. Of course, you will understand it was folly in the first place to commence work with a small amount of subscribed capital. I for one was opposed to going on, but I acquiesced in the opinions of my brother Directors. Captain Anderson and Mr Lambke, on the statement made by Mr Hurley statements which my colleagues thoroughly believed in, would lead to a very successful That result has not been obtained on the contrary. With reference to this steam launch I feel particularly sore on the matter, because I think it has been money belonging to the shareholders utterly and absolutely wasted for no earthly good. Not only did we lose on the sale of the launch, -81625 we got for her; she cost \$2,500-but to my astonishment I find that the Court fees and auction expenses amount to \$208.50. With regard to that I take the opportunity of publicly stating my opinion that it is nothing more nor less than robberg under the cover of the law, and I hope the Chief Justic. and the Law Officers of this Colony wil take cognisance of my remarks. A sui was brought in the Supreme Court, illegally brought, against the Secretary without the Cognisance of the Directors, and the Puisne Judge took it upon himself, on the admis sion of Mr Hurley, that we owed the money sued for sad gave judgment against us with costs, amounting to \$208. Had the Directors

ter that should be taken up in the Colony.

the adoption of the Report. I leave some

of the independent shareholders to do that.

ed to put before you. I am ashamed I have had anything whatever to do with the account. Had I known the true state of the Company's affairs six months ago, I should immediately have resigned rather, taken stops to call a meeting close up then. It would have been very & Co. much better. It is not for me to say where the responsibility lies, because I have not shareholder wishes to go into them, they will have my best assistance and they will

be in every way entitled to it. Mr Legge-Gentleman, I sympathise with Mr Smith in his position as a Director when he was led by misstatements on the part of the Secretary to state at the last meeting as follows: "Mr Frager Smith said that the other creditors were paid in full, and he thought that the old company would be paid in full-there ought be a \$100 one way or the other.' He also stated, in reply Mr Crawford, that the old company would accept that offer. People have tole meeting. I only spoke harshly becase I' accounts show. Anything more

know what I was talking about. Though that power to the extent these graceful, disreputable, and dishonest I have never seen. I have no more to may except that I in common with every sharethan water); and consequently, should such holder regret that the Victoria Steam extreme measures as anothematizing or Laundry Co. was ever formed on the advice of Mr Hurley and managed by kicking be necessary, (an almost impossible him. All are sorry for it, bar himcontingency in a place so proverbially polite self. It is impossible to do thing but move the adoption of the as Hongkong), the attempt would be, in

Report. Therefore I propose its adoption. Mr Crawford asked Mr Legge Do you of this Company be paid in full and you take the balance?

Mr Legge-There is another thing I have got to say. I have got the outstanding bills for collection, which, according to the Socretary's statement, were over \$2000. They have dwindled down in actual figures to 81500. I find many of these bills go back as fer as January last. I also find that An Extraordinary Meeting of Share- many of the names of the clients of the holders in the Victoria Steam Laundry Company are not worth that (snapping his Company Limited, was held in the Hong- fingers.) Therefore I think out of the kong Hotel this afternoon for the purpose | \$1500 I have for collection, we will not re-

Mr Legge emitted to reply to Mr Craw-

The general opinion was that it would kong Steam Laundry Co., repudiated the

Mr.C. Grant said he would like to know The Chairman said-The Directors have what Mr Legge was to do with the accounts

Mr McCulloch-Who are the other cre-

Mr Fraser-Smith-Oh, everybody; all over the Colony. In the course of further conversation.

Mr Legge-I suppose Mr Hurley's wages Mr Fraser-Smith-The wages and salaries

was acted on

Mr Fraser-Smith then proposed that the

Mr McCulloch seconded the proposal, Mr Gourdin asked who was to take charge of the books

companies had certain liabilities to the law, Mr Crawford—Hear, hear; ours have not

Mr Fraser-Smith took upon himself to The meeting then dissolved.

The following is the Report of the Board

G. C. ANDRESON. Chairman, STATEMENT FROM JANUARY 18T, 1886, TO NOVEMBER 24TH, 1886, INCLUSIVE. Accounts Receivable-

		k alita kan aliki, digitaran aliking pengandang pengandan piliping di ina dias piliping kan di ka	Mr Cox-11 you suspend operations the	Q
A.F	ception of the steam launch Mr Hurley ne-	Fixtures 535.10 Laurob net proceeds of sele 1,481.08	Europeans employed in the service of the	e
	ver paid a single account owed by the Com-	Lauron-net proceeds of sele	Company would be entitled to be kept on	1
	pany. Of course, you will anderstand it	Stationery on hand		7
	was folly in the first place to com-	Stores on Eand	until their agreement expires.	4
	mence work with a small amount of		The Chairman—Unless we can come to	Č
	mence work with a small	\$14,408.77	some compromise with them.	l
	subscribed capital. I for one was op-		Mr Cox—They are all of different dates.	
	posed to going on, but I acquiesced	Liabilities	There are some whose agreement does not	T
	in the opinions of my brother Directors,	Accounts Payable	expire till September next.	-
	Cantain Anderson and Mr Lambke, on the	For Charges		7
	statement made by Mr Hurley, state-	8tores	The Chairman—There are some quite re-	1
	ments which my colleagues thoroughly	Stationary	cent engagements. Next September, how-	1
	mante within the contract of the contract of	Fixtures	lever, would be the last that any would	(
	believed in, would lead to a very successful	Rates for three quarters 282.76	have to be paid to. The Chinese clerks	(
	result. That result has not been obtained;	Wages October 537.72	could be discharged, all but one or two, on	1
	on the contrary. With reference to this	Wages November 687.59 3,924.01	short notice. The number of Europeans	Ī
	ateam launch I feel particularly sore on the	C-1-1-1 000 Charas C 615-	in the service is 12.	î
	matter, because I think it has been money.	Capital 1,000 Shares @ \$15=15,000.00 Less 574 Shares unallotted \$15 8,610.00		
	belonging to the shareholders utterly and	6,890.00	Mr Cox-I was down at the works	
ť,	Daionothia to the state of earthly would	Honekonz and Shanghai Hank 103.06	this plorning. The number of Universe sm-	6
	absolutely wasted for no earthly good.	Hongkons Steam Laundry Company 3,903.70	ployed at present is, I think, 65. In the	. 7
	Not only did we lose on the sale of the	\$14,409.77	glass-cutting department there are 20 or 25.	1
	launch, -81625 we got for her; she cost	419 (420-1)	Mr Loxley-Have you any contracts to	
,	82,500—but to my astonishment I and that		finish (C
-	the Court fees and auction expenses	Working Account,		
	amount to \$208.50. With regard to	Stores Connumed 967.10	The Chairman—Yes, but we shall en-	
	that I take the opportunity of publicly	Stationery	deavour as fast as we can to finish up the	'n
		Accounts payable	work.	444
1	stating my opinion that it is nothing more	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Mr Loxley-Do these contracts bring any	
·	nor less than robberg under the cover of	Charges 1 Formation of Co	profit ?	
1	the law, and I hope the Chief Justice	Sundry Expenses,	· 李·尔··································	1
-	and the Law Officers of this Colony will	Insurance		
	take cognisance of my remarks. A suit	Loss on sale of Launch	The state of the s	1
• /	was brought in the Supreme Court, illegally	1. A finalite Branningeringen bei gemit ber betreiten ber		
	brought, against the Secretary without the	Rent 2,100.00		7
!	cagnisance of the Directors, and the Puisne		1 The Anten meri Trio Kriso Arterio 12 dicto	
1	Caphiance of the Tritocorts, and the admit	■ # 2004 年 19 Tex Sec 19 Me - Me - March 19 Me - Me	1 of little exbeure by Curnese trapode. Tuel	
.,	Judge took it upon himself, on the admis-	\$2,14.0	do their work very well. That is a tumbler	
	sion of Mr Hurley, that we owed the money	THE STATE OF THE S	made entirely by Chinese (handing round a	
	sued for and gave judgment against us with	Washing 19:49:90		1
-	costs amounting to \$208. Had the Directors	Balano & Dietter Dietter	Mr Loxley-When the \$35,000 were ob-	1
	known anything about it we would never have		This principal and the property of the second secon	-
	disputed the debts, and I think this is a mat-	Control of the second of the s	tained in September it was then said that	
	ALL THE STATE OF T	I have accompand the shows with the Rushe and Vote	there was a sufficient margin to carry on	1

A. O'D, Gousous, Auditor.

MANUFACTURING COMPANY. LIMITED. GENERAL MEETING.

The ordinary general meeting of the shareholders of this Company was held this forencon at the offices of Messrs Russell Mr E. H. M. Huntington presided, and

C. P. Chater, J. H. Cox, W. R. Loxley, T. L. Rose, E. Georg, D. J. Danlop, Paul Forbes, C. A. Tomes, and L. Downes, and timate. Mr R. Shewan (Scoretary.) The Chairman said-The report is before

consider it as read. We will be happy to anawer any questions. Mr Georg-Can you furnish us with the time they were on the way. some particulars with regard to the item, cost of site, buildings, fixtures and plant, specifying the different items ? The description given is only rough. I think we should know what property we have and

how the money has been expended. The Chairman -- Do you want all the do-Mr. Georg-As close as you can possibly

The Chairman, after sending for the books, said the plant was taken at \$135,000. and the \$17,000 expended since then had been for wages of staff, connected with building and the construction of furnaces, for labour expended in building of kiln and sundry expenses of that kind. Me Georg-What would be the value of

the land itself. The Chairman-It would be a difficult question to say what was the value of the land to-day. The land was taken in originally at \$15,000, but the erection of the building was a very expensive thing. The building of the caves underneath the combs took a long time and so did the finishing of the combs. All that had to be done by: European labour. It was a great expense. It was impossible to build rapidly, as the got money by and by. We mean to keep weight of the courses as they were put on on and to keep up relations with our undermined the previous day's work unless correspondents, and do all we can to start done slowly and gradually. Included in the Company again; meantime it is only of the Court, the plant were kilns for window glass losing money to go ou. which were never used. We got all the there any other items you wish an ex- | for six months.

danation of All the details are in the office. (After a pause) Will any of you more the adoption of the report 1 Mr D. Gillies -I move that the report loss. of the Company be adopted. Mr C. P. Chater seconded. The report was carried, no one dissent-

appointment of a Committee. The preions Committee offer themselves for re-elecproposing that Messrs C. D. Buttomley, J. P. Chater, B. S. Fernandes and D.

Gillies be re-elected as Consulting Com- the business cheaply and who will teach the unanimously adopted. The Chairman—I move that the previous anditors. Messrs T. I. Rose, and J. H. In a month or so !

Cox, be reappointed. Mr Loxley seconded, and this motion was also carried unanimously. This constituted all the business before pendently; they can go on. the general meeting.

THE EXTRAORDIVARY MEETING. After the general meeting an extraordipary meeting of the Company was held to consider whether the Company should continue working or temporarily suspend operations.

The Chairman said-The object for which this meeting was called is notified in the notice just read and we are here to see what is to be done. The report on the Company's affairs presented to the annual meeting is before you with statement of accounts. As additional capital will be required to keep on with the works, the Genthan it seemed to be. I should be glad to the Report, it was suggested that this eral Managers, with the advice of the Consulting Committee, have asked your attendance to consider this question and also the been paid for, and that \$100 had been paid question of temporarily closing the factory. They with the principal shareholders are of i raised at present. They, therefore recommend that work be suspended and a resolution to this effect will be proposed to-day. As to the future, if you decide to stop, the General Managors will make every effort to lease Mr Fraser-Smith said the Secretary's or otherwise utilize the property, cutting month during which we had to work. duty would be to write them up. Public all expenses down to a minimum with due regard for the safety of your interests and same time I cannot help saying that this and their books must be properly made and the finishing of work in hand. The Glass where during the past year and Eastern | Accounts of the Company made up to 30th Markets have consequently been over September 1886. It is with the greatest stocked, the Company of course having thus | regret that they find themselves compelled strong .competition in their products. to make so unfavorable a report of the first Window Glass has ruled so low that it has nine months' working, and they can only been out of the question to attempt the state in extenuation that the Company has manufacture here and make use of the kiln, arrived at such a pass through a succession tween t and 4.40; they had not been tried helm and called the Captain at once. The part of it has been pulled down by the but it is possible the future may warrant of difficulties and misfortune impossible to for, I suppose ?-No. After we found the vessel struck after the Captain was on deck. Amir for the sake of the woodwork and the undertaking and the General Managers | be foreseen and quite beyond control. will be in construt communication with dif- The errors of the first manager in provid- boats and sounded round the ship, finding immediately and ordered the helm hard a- than we might even have expected. Some ferent correspondents with a view to set ing an expensive furnace at a final cost far 2 fathoms from the ship port, and a minute after that she atruck; of the grave; seem to have sunk a little.

fitable and economical basis: resolution; which was to the following effect ! and are hereby empowered to close the factory and works with the least possible delay and thereaft r to sublet or lease the factory, to any other person or persons, or to recommence work on account of the Company with the approval of the consulting Committee as the General Managers in the exercise of interests of the Company.

The Chairman I propose the adoption of the resolution. suropeans employed in the service of the ompany would be entitled to be kept on ntil their agreement expires.

The Chairman-Unless we can come to September and confirmed on 4th October boats from Bollow. These junks had ome compromise with them. There are some whose agreement does not pany's property for \$50,000, and a sum of came up as soon as we got on the rocks.

xpire till September next. The Chairman-There are some quite re- in this way. ent engagements. Next September, howver, would be the last that any would (in place of Mr. E. E. Sassoon) and Mr. D. plenty of junks there, but they were save to be paid to. The Chinese clerks Gillies have joined the Committee. Messrs. afraid to come near us. There was nothing could be discharged, all but one or two, on [O. D. Bottomley, C. P. Chater, B. S. done on the 2nd and 3rd in the way

n the service is 12. ployed at present is, I think, 65. In the who are recommended for election. class-cutting department there are 20 or 25. The following are the Company's ac-Mr Loxley-Have you any contracts to

tumbler.)
Mr Loxley—When the \$35,000 were obtaiped in September it was then said that "Packing charges. 4,767.91 \$10,833.85 there was a sufficient margin to carry on "Interest" 1,619.25 Now, gentlemen, it is not for me to propose chers at the Company's Office, and centify the same to the work for six months, be correct. The Chairman—There was very little and it is now the latter part of November. At

the time that that vole was passed there was an advance from the Managers of \$28,000 that had to be provided for. Mr Loxley-You said then \$25,000, and you now say \$28,000.

The Chairman -The passage money of the men out and home had to come out of that. Between the middle of September and the end of November the difference is accounted for in payments for wages, mathere were also prosent - Messre D. Gillies, terial. &c. There was nothing scarcely coming in. Mr Tomos - \$25,000 was a nominal es-

The Chairman Some of the wages are paid to the men's wives. We cannot you, and with your permission we will tell exactly the amount. Some of the men insisted on their wives coming out. And of course the men's wages went on all

> Mr Cox-These expenses would have been distributed over several years, not all put down in the first year. The Chairman-We did not think it desirable to engage the men for more than one year to test the plant.

Mr Tomes—We had the option of keeping the men for three years longer, in which case the passage-money would have been distributed over four years. Mr Cox-Can you say what further ex-

pense you will have if you suspend opera-The Chairman -We will have to keep the manager for a while, a month or so. shall not keep any more mon than we can possibly help. The first month would be

\$150 or so, and the only expense after that would be for looking after the building. Mr Loxley-You propose to close the work for want of capital and then to start work if the prospect improves. Is there The Chairman-If we can get it in some economical and profitable manner. Mr Loxley-It will not be with the

present Company. The Chairman-It may be possible to

Mr Loxley-When the \$35,000 were appliances of a first-class building. Are lobtained the work was to have been kept on The Chairman-We were short of some material which had to be sent for, and with some of the things there was a very serious

> Mr Chater seconded the adoption of the resolution, which was carried unanimously. be lost sight of. The Managers and Conto curry the matter through. We shall have a man always on duty to take care of

the premises, and we shall correspond with Continent, to see what can be done towards getting out new labourers that can work natives. We shall have all these points Mr Loxley seconded, and the motion was before us, and if we can raise capital economically we shall do so. Mr Cox-When will you cease work? whatever.

> Mr Tomes-A number will be discharged at the end of the week. There are some men in the cutting department working inde-Mr Our-Have you any work ? Mr Tomes-The cutting shop always

The Chairman-It is independent of th Mr Loxley-After to-day I suppose you

will not undertake any more work. The Chairman-No. Mr Tomes-With the present staff and land. without capital we cannot make the works. pay. But we cannot say Vhat will take place in a year with regard to getting Chi-

nese labour. Mr Gillies-If you refer to the accounts you will find that labour is the chief expense. If labour were reduced we might succeed. Mr Dunlop-I see 85,500 for goods sold, and I see sundry debts put down at \$5,600, That would seem to show that no glass has to get it taken away.

Mr Gillies-There have been a number of accidents that partially account for this. Mr Tomes-That was the position in September: since then sundry debts have been collected.

The Chairman-I hope you will understand that the temporary shutting of the works does not stop our interest in it.

The following is the report:

estisfactory, the position so grave, and the here marked the position of the ship on the were kept going shead and astern for a thanks to the Commission for their labors. their discretion may deem advisable in the general result as shewn by the accounts so chart.) disappointing, with the approval of the Consulting Committee, the General Man- gerous reef. agers have called an Extraordinary Meeting

course to be nursued. In accordance with the Resolution passed | What were you doing all night? Lying last, shareholders were invited to subscribe come because we were late. The Anton Mr Cox-They are all of different dates. to a contributory mortgage on the Com- came up on the morning of the 4th. Junka

for re-election.

counts:	
WORKING ACCOUNT 1ST JANUARY T	о 30тн
вертимиев. 1880.	
To Expenses bringing staff from England Wares and allowances to European staff .	\$13,830.D1
Wares of native stall	8.962.37
Fuel	7,220.45
, Sand, potash, red land do.	8,950,79 8,631,67
Fire Insurance	809.43
, Rent and Taxes	975.7B
, Loss on Exchange	01.21
Aliquances for breakages, bad debts &c	170.14
Cost of Samples, printing &c.	715.01
	556,105.76
By Manufactured Glass	
Delivered	410 279 PK

Halance, Loss

BALANCE SHEET, SOTH SEPTEMBER, 1686. Cost of Site, Buildings, Fixtures and plant. \$174,282.97 Share in Wharf ... Stock of Glass and Material -

salance of 'Working Account' to 80th Sopt. Capital 4,000 shares of \$50 ench, paid up\$200,000.00 ash advanced by General Managers.

We have compared the above statement with books and vouchers of the Company, and found Hongkong, 20th November, 1838.

> THE STRANDING OF THE GREYHOUND.

MARINE COURT OF INQUIRY.

A marine court of enquiry into the circumstances attending the stranding of the British steamer Greyhound, of London, official number 81,647, (Captain Thomas Abraham Thomas), on Nan Sa Reef, while on a voyage from Hoihow to Hongkong on the 1st instant, was opened this morning. the 25th inst. The Court was composed as follows: - Captain H. G. Thomsett, R. N., Harbour Master (President); Lieut. G. S. Keigwin, Navigating Lieut. of H. B. M.'s any chance of gotting money to start work? Victor Emainel; Captain William Henry Walker, master of the British steamer Belgic: Captoin Neil Shannon, master of better look-out, especially with no leadsman the British steamer Guthrie, and Captain in the chains? Henry Charles Abbot Harris, master of the British steamer Formesa.

The President read Captain Thomas' ap- but it was thick weather and you could not plication for an enquiry, also the Acting see two miles. Governor's warrant authorising the holding | Witness I had an officer on watch, and

The following evidence was then taken :- The President-You were not required Thomas Abraham Thomas, sworn, said- on deck all the time. Why did you have I am a master mariner and hold a cartificate no leadsman in the chains? of competency as such, No. 90,889, obtained in Sunderland in 1875. I joined the | inaudible. Greyhound in Hongkong on the 21st October 1885, having been employed on the coast. when it was. You were navigating by a I have been as far North as Vladivostock and as far South as Java. The Greyhound down in an uncertain way, and yet you is 227 tons registered. She was registered The Chairman-Your interests will not in London. Her official number is 81,647. chains. Her engines are of 60 horse-power. We The Chairman-The next business is the sulting Committee will make every effort left Pakhoi on the 1st November at 6:40 p.m. We had on board a general cargo of The President No course seems to have officers of both nations thus sitting together 50 tons. We were bound to Hothow and been taken with regard to the lead, although in friendly converse. Hongkong. It was a fine clear moonlight you saw it was hazy weather. Your lead Mr J. H. Cox-I have much pleasure in our agents in America, England and on the night when we left, and up till ten o'clock | would have been of use then. to Pakhoi before 35 times. I have never chief mate of the Greyhound. I hold a conviction that their present friendship been on shore there before. I have touched first mate's cartificate of competency. I

> on the bar at Macao in going in. this place you were navigating?-None on the night of the 1st November. The of the Mission by the hand of the Dabir-ul-

> whatever. It is low and sandy land. The was moderately clear with a light breeze His Highness, and then presented Sir West moon sunk at 10 o'clock. It became hazy from the S.E. About half past two I Ridgeway with the decoration of the First about two o'clock. I went below at 9 o'clock could see from five to six miles. After Class of the Afghan Order of Banadari, or and came on deck again at 11.15. Chay Yane that it became hazy. At 3it was still more Chivairy, consisting of a large diamond was then on the starboard beam. We were hazy, and at 4 very hazy. At 4 I could see star; and Oclonel Bax with the Second steering S. E. by S. & S. I then altered my from half a mile to a mile. I got a cast of Class of the same Order, consisting of a Yune bore S. W. by W. L.W. We were still The Captain was in the chart room asleep, rounded by diamonds. All the other going about eight knots.

> time !-- We took none. No one in the chain?-We could see no | the chart. At 4 I was relieved and I native, also received dresses of honor, and

> told me it was fine weather. He had the There was a deviation table in the chart- farewell leave of His Highness. Proceedthe chief mate and took soundings, and since the 20th November last altogether, der-in Chief and the Afghon Generals, and found 9 fathoms. The weather was then and since the 20th March as chief officer. | conducted by them to the review of the hazy. I could not see two miles. I again altered my course to S.E. & E. magnetic, found the ship keep a good course. and going eight knots. I then went below. At 4.40 I was called by the second officer. who told me he could ree land near us on l helm to keep her off. I immediately went | been on her about two months and a half. | capital material in his men for the formaon deck and ordered the wheel hard sport. On the 2nd November, I relieved the deck tion of a good army. The Amir afterwards As she was paying off she struck the reef. Who was in the chains then?—The second. mate took a cast of the lead just as she took | me a new course S.E. by S. The wind was | volvers, swords, and ammunition, &co.,

You did not get a cast before !- No. and thick. I don't think I could see over a When I heard the resel touch, the second | mile then. I kept watch on the bridge. The Durbar to take forewell of Kazi Sand-ud-The General Managers bog to place before mate put the lead over and found 9 feet. We chart house is on the bridge, and I walked din Khan, the Amir's representative, who business has been greatly depressed every- the Shareholders the annexed statement of were drawing 9 feet 5 inches aft and 4 feet 11 up and down in front of it. There was no has been with us for the last two years to inches forward when we left. He threw the leadsman in the chain. When I came on and this brought to an end the works of the lead over the starboard side, abaft the deck, I remarked to the chief officer that Commission so far as it can be done at

What was done then !- The engines were | right, only teep a good look but. At 4,30 |. This morning we visited Sherpur on bur stopped and reversed. You say you had not got sounding be sure what it was any way I ported the the same as when we left it. except that a ship would not come off, we launched the The Captain came out of the chart room; material. The cometery is in a better state ting up again when it can be done on a pro- exceeding his highest estimate, and furnish- in a N. W. direction, and 8 fathoms about | The vessel at first stopped her way, through and the tombatones are down on the ground ing the factory with high cost machinery half a mile from us. The stream anchor, the water considerably, and the Captain and have been a good deal chipped, ap-The Secretary, Mr Shewan, then read the and tools not adapted to producing the re- weighing about 5 cut, was then laid out ordered the engines to be stopped and put parently by mischievous boys; but no quisite articles for this market, so burden- with about 50 fathoms of rope, and we have full speed astern, but before the way was wilful damage seems to have been done. That the General Managers be empowered ed the enterprise by actiously reducing the it home, and then ran it out a second time. off her she bumped, working capital and entailing changes in Then we put out our port bower anchor William Burnett, aworn, said-I am day before we left, for the wall around to men and class of product that the General with 30 fathoms of chain. We began to chief engineer of the Greyhound. On be built up and the whole cemetery to be Managers in their endeavor to make full heave this anchor and found she was set. the morning of the 2nd November, I was carefully preserved. trial of the foctory, staff, and means, have tied. The tide was falling all the time. We in bed, when I heard the vessel strike. His Highness the Amir lost no opporbeen obliged to make heavy advances to the then landed the passengers in a junk. We By the time I got to the engine-room, the tunity of publicly expressing his loyalty to Company. The working being still un were about a mile from the shore (witness engines were going full-speed astern. They the British Government, and his grateful

Witness-We despatched the passengers | done to the machinery, but the propeller Mr Cox-If you suspend operations the of Shareholders to consider the future in the junk to Hollow. They left the ship was broken. about noon on the Srd. at the Extraordinary Meeting held on 17th by." On the 2nd we discharged cargo into

The President-I see it is marked a dan-

835,000 has been burrowed by the Company There is only one tide a day there. I burgained with a junk to take the passengers Consulting Committee .- Mr. C. P. Chater and my papers for \$130. There were short notice. The number of Europeans Fernandes, and D. Gillies offer themselves moving cargo, as there were no boats there. The weather all this time was pretty Mr Cox-I was down at the works Auditors. The accounts have been audit. fine. The cargo boats came at daylight this morning. The number of Chinese em- ed by Messrs. T. L. Rose, and J. H. Cox, about 5 30, on the 4th, and the German steamer Anton turned up at the same time. We discharged cargo into these boats and it was taken to the Auton. We discharged it all that day. We began to lighten her aft then by throwing the 'tween decks and house overboard.

> When did she come off |-On the 13th, at 4.30, we began to hears on the anchor. on the starboard quarter with the engines going astern. As soon as the engines went astern the vessel came off and we kedged her into deep water. We have each day on that anchor, which was laid out on the morning of the 4th, but it was no use, as there was only 4 feet of water round her, and dry at low water. We anchored in 6 fathoms of water at 7.30 a.g. We arrived at Hollow on the night of the 13th.

Had you any difficulty with the natives at all or anybody?—No, we had no diffi-\$56,105,76 culty. There was a mandarin junk stood by us all the time

How many of a crew had you 1-22 all told. Besides myself there were two mates: two engineers, seven seamen and four or

Liquit Keigwin-How many tons of coal Witness-About 20 tons. We threw over

12 tons on the 5th. Witness was then asked some questions about the tides, and as his answers were not vory definite, the President said - But you ought to know all about the tides; you have been there So times.

Captain Shannon said-I don'tthink nnvbody knows all about these tides. The only thing known about these tides is contained in a small Chinese tide-table kept by the Harbour Master at Hollow. I found mysolf just the opposite of what it should have been by this tide-table.

Lieut. Keigwin-After you passed Chay Yune where were you steering for ? Witness-For Cape Cami. Captain Harris thon put some questions as to the direction of the current, and made

some allusious to the chart. Lieut Keigwin, looking at the chart said he thought there would be a great tendency for the tide to be drawn in the op-

Captain Harris said that possibly there was, but nobody had ever found it so. The tide was supposed to run for 16 hours in one direction, and if one found it setting one direction for 8 hours, they would naturally fancy it would run for the other &

hours the same way. The President (to witness)-How was it you were not on deck more that night? It seems to me you took every opportunity of going down below to go to bad. Witness' answer was inaudible at the re-

porter's table. The Prosident-You should have kept Witness-We cast the lead at 4.

The President-You cast the lead at 4.

I was not required on deck all the time. Witness made another reply which was

The President (sharply)-Never mind chart which shows you that the land is laid hurry below, and no leadsman in the

Witness—When I took the departure at 11.15 I gave a safe course.

we were going about 8 knots. I had been Philip Henry Potter, aworn, said-I am obtained it in Hongkong on the 14th Were there any lights of any sort about January, 1884. I had the middle watch ship was going about eight knots an hour Mulk. The latter was received in Durbar Any marks of any description?—None | when I relieved the deck. The weather and first presented an autograph letter from course to S. E.4 S. magnetic, when Chay the leadat4, before the Captain came on deck. smaller star with a ruby in the centre surat least he was lying down. The chart officers were presented with a gold decora-What soundings did you have at this was in the chart-room. After the sounding | tion, being the Afghan Order of Harmat, was reported. I saw the Captain look, at for Honor. All the officers, British and went to my berth. I first knew the ship on the conclusion of this presentation the What happened next?-After I changed was ashore by heaving her strike a rock. Mission proceeded to Baghi-Baber, where my course, I went below. At midnight a By Lieut. Keigwin-At midnight we Sir West Ridgeway first had an interview was called by the second officer. I asked were steering S.S.E. by compass. The devia- with His Highness. After this, all the him as to the state of the weather. He tion on that is 13 or 14 degrees westerly. officers were introduced, and took their

to S.E. by S.

at 1. We were stooring S.E. by E. when sent as a present for Government, a I came on deck, and the chief office gave specimen of the Martini-Henry rifles, relight from the N.E., and the weather hazy manufactured in the Kabul Arsenal. it was rather hazy, and he said it was all I thought I saw a dark cloud-I was not way out. Sherpur itself seems to be much

Where is your second engineer?—He is himself perfectly satisfied. sick with fever. There was no damage

The Court was then cleared. On its reopening, the President read the following fluding:-

FINDING. We find that the British steamer Greyhound, official number 81,647, of 227 tons register, which, on a voyage from Pakhoi to Holhow, was on the 2nd November, 1886, stranded on a reef running out from Nan Sa Point in the Gulf of Tonquin. After discharging the cargo, the ressel was floated and went to Hoihow. where she arrived on the 13th inst. and she subsequently came to Hongkong We are of opinion that the Greyhound was set in shore off hir course by an unexpected current which caused the vessel On Londonto be stranded. The Court are of opinion that the lead-was not used sufficiently, and that the mester

onal look-out, but the Court do not feel justified in dealing with his certificate. The Court recommend that the attention On Parisof the Chinese Government be called to. the want of lights and marks in the Hainan Straits which has led to the stranding On New Yorkof so many ressets. Given under our hards at Hongkong this 25th day of November 1880. H. G. THOMSETT.

(Mr Thomas) did not keep a proper per-

Stipendiary Magistrate. GEORGE S. KEIGWIN. Navigating Lieutenant, R. N. NEIL BHANNOR, Master of the Guthrie. W. H. WALKER. Master of the Belvic. H. C. A. HARRIS.

Master S. S. Formosa,

would only be tomporary. The article adds that the dispute between England and France regarding Egypt can only be fruitless, and might lead to war between the two countries: and that in such a war France would be wit tout allies. Paris, 29th October .- Keplying to other French papers, which are insisting on the evacuation of Egypt by the British forces, the Temps argues that the demand is idle until the Great Powers have settled in what manner the British are to be replaced, as it is certain that Egypt alone is incapable of

INDIAN TELEGRAMS.

(From the ! Pioneer !)

FRANCE AND ENGLAND.

Paris, 27th October, The Temps in an

neticle to-day, condomns the clamour of the

Frenc'i Press for the evacuation of Egypt

by the British, and at the same time recalls

the statements made by Mr. Gladstone and

Lord Salisbury that the British cocupation

interests in that country. BULGARIAN AFFAIRS. Tirnova, 29th October. - The state of siege which has been proclaimed at Sofia and Varna is in consequence of the sttemps made by Zankovists to overthrow

maintaining order and protecting European

the Provisional Government. General Kaulbars has sent a series of Notes to the Bulgarian Regency, in which he revives his old complaints and emphasises the gravity of the situation in Bulgaria which has necessitated the despatch of Russian war vessels to Varua. He demands the immediate release of the kidnappers of Prince Alexander.

The Notes are regarded as foreshadowing the Russian occupation of Bulgaria:

THE AFGHAN BOUNDARY COMMISSION. PESHAWAR, 27th October, Butkhak. October 24th.—The Mission left Kabul this morning and will reach Peshawar on the 1st of November.

The breakfest given by the Acting Com mander-in-Chief and Afghan Generals on the 22nd, was a great success. We were first regaled with ton and sweetments, after which Sir West Ridgeway proposed the Amir's health; and the Acting Commanderin-Chief, in reply, proposed the Queen's health, both of which toasts were duly honored. We then sat down to breakfast, all of us at tables, and the Afghans and our native officers in the room adjoining on the floor, where they could eat with greater comfort, the Afghans not having yet mastered the me of knives and forks.

After broakfast, the Actin ! Commander-in Ohief gave an address welcoming the Mission to Kabul, and offering congratulations on the friendship which oxists between the two nations, which was proved to all by the

Sir West Ridgeway replied thanking the Amir and Afghan officers for the hospitality shown to the Mission, and expressing his would be lasting. On the morning of the 23rd His Highness the Amir sent a present to each officer first watch; the chief officer had the middle room. The ship kept her course all night, ing thence to the plain on the east of the watch. At four o'clock I was called by By the Court-I have been in the ship city, we were met by the Acting Comman-By Captain Shannon-1 have always Afghan troops, consisting of 32 guns, some 2,30) Infantry and 800 Cavalry, who By the Court-I altered the course at 4 marched past very creditably. The Mountain Batteries and some of the Infantry John Wareham, sworn, said - I am and Cavalry presented a very workmanlike the port bow, and that he had ported the second mate of the Greghound. I have appearance, and the Amir has certainly

In the evening, Sir West held a final

The Amir very kindly issued orders yester-

quarter of an hour by the Captain's orders. with the results of which he expressed

Quotations HONGKONG, November 25. OPIUM -- New Patna, cash, 5021/505 Old ,, cash, ... -New Benares, cash 4821

New Malws, cash 520 Allowance, Taels 24/40 Old Mulwa, cash, 540/550 Allowance, Taels 24/48 Persian, Oily, cash ... 370/450 Allowance, Taels 16/24 Persian, Paper tled ... 400/500 Allowance, Taels 24/40 Exchange HONGRONG, November 25. Back, Wire, 3/48 On demand, ... 3/41 30 days' sight, 3/45 4 months night, ... 3/4#

Orodita, 4 ,, 3/5 Documentary, 4 months sight 3/5 On demand. ... Credits, 4 months sight, ... 4.35 On domand, ... 82 Oredits, 60 days' sight, ... 831 On Bombay-Wire, ... On demand, ... On Calcutta— Wire. 2254 On demand, 226] On Shanghai

On demand, 72 30 days' sight. 724 Geld Leaf, 100 fine ... \$30.65

Sovereigns, ... in in 5.78

Agents, Hongkong & Canton. Hongkong, January 4, 1867. THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First,

Agents for the above Corporation are prepared to grant Insurances as follows:-Marine Department. of India, China and Australia. Fire Department.

Policies issued for long or short periods at ourrent rates. Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

STANDARD LIFE OFFICE NEW ASSURANCES.

TROM 1850 to 1855... ... £2,492,988. 1855 n 1860 ... 2,815,455. 1860 H 1865... ... 3,834,365. 1865 . 1870 ... 5,713,813. the United States, and Europe. 1870 n 1875 ... 6,048,364. 1875 . 1880 ... 6,193,186. Since 1880 there is a still further in-The Total existing Assurances exceed

£2 1,000,000, while upwards of Eleven Millions Sterling have already been paid in DEATH CLAIMS. PREMIUMS IN CHINA EXCEPTIONALLY MODERATE.

For full Particulars, apply to Hongkong, June 1, 1886.

DENTISTRY FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dentist. (FORMERLY ARTICLED APPRENTICE AND LIAT-TERLY ASSISTANT TO DR. ROGERS.) T the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers No. 2. DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2. DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1886.

Intimations.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOOULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS. English Silver & Electro-Plated Ware. Christofle & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY. in great variety.

DIAMONDS MAND -DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

SHARP & Co.

NOTIOE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the 632 | HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found

necessary, Communication with the Under-WITH immediate occupation the Com- signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction. D. GILLIES.

Secretary. Hongkong, August 25, 1885.

GRIFFITH'S VIEWS OF HONGKONG NOW READY.

DUDDELL STREET. GRIFFITH & Co., MANUFACTURERS

OF THE LONDON ÆRATED WATERS 1, DUDDELL STREET, Continue to Supply:

LEMONADE. GINGERADE. Tonia RASPEERRYADE, SELTZER ARSAPARILLA (&c., &c., &c. At the same Moderate Charges.

Hongkeng, June 9, 1885.

Mails. Occidental & Oriental Steam-

TAKING CARGO AND PASSENGERS TO JAPAN. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA. AND EUROPE

Ship Company.

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIO will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd Connection being made at Yokohama,

with Steamers from Shanghai and Japan All Parcel Packages should be marked to xidress in full; and same will be received at the Company's Office, until 5 p.m. the

day previous to sailing. RETURN PASSAGES. - Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Re-

turn Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Consular Invoices to accompany Cargo

destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customer Sal Francisco. For further information as to Freight

Policies at current rates, payable either or Passage, apply to the Agency of the here, in London, or at the principal Ports Company, No. 504, Queen's Road Central. C. D. HARMAN.

Hongkong, November 13, 1886.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on SATURDAY, 11th December, at 3 p.m., taking Passengers and Freight for Japan, Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Domerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to

England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES, - Passengers, - who THE BORNEO COMPANY, LIMITED, have paid full fare, re-embarking at San F. Francisco for China or Japan (or vice versa) 1075 within six months, will be allowed a discount N of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from

Roturn Fare. These allowances do not apply to through fares from China and Japan to Europe. Freight will be received on board until p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo lestined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Paisage and Freight, apply to the Agency of the

Company, No. 50a, Queen's Road Central. C. D. HARMAN. Agent. Hongkong, November 23, 1886.

Mails.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN. SUEZ, PORT SAID, TRIESTE, BRINDISL ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK

SEA & BALTIO PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE NEW ORLEANS. GALVESTON & SOUTH AMERICAN

PORTS. THE COMPANY'S STEAMERS WILL CALL' AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N.B.—Cargo can be taken on through Bills of Lading for the principal places in

N MONDAY, the 29th day of November, 1886, at Noon, the Company's Steamship BRAUNSCHWEIG, Captain Angers STÖRNER, with MAILS, PASSENGERS,

Shipping Orders will be granted till Cargo will be received on board Value of Packages are required.

and carries Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.. Agents.

NOTICE. COMPAGNIE DES MESSAGERIES

Hongkong, November 16, 1886.

MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY. MADRAS, CALOUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS. MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

SAGHALIEN. Commandant Homery. with MAILS, PASSENGERS, SPECIE, Fred. P. Litchfield ... 3 c Young above places.

the 29th November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX.

Hongkong, November 17, 1886.

WINTER TIME TABLE. THE KOWLOON FERRY. STEAM-LAUNCH

MORNING STAR

Runs Dates as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 21st October, 1886. SUNDAYS.

Leanes K'loon. Leaves H.K. Leaves K'loon. Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 8.25 , 7.30 , 8.00 9.15 , 9.00 , 10.15 ,, 10.20* , 10.30 , 10.45 ,, 10.40* , 10.56 , 11.00 P.M. NOON. 12.25 P.M. 12.25 6.45

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

CHINA COAST METEOROLOGICAL REGISTER. NOVEMBER 23. -AT 4 P.M.

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favila	29.95	79	86	. 8	1	C	
laiphong.	30.08	74		NE		b	
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Jagasaki		- -		_			-
Visostock,	-			_	-		
1	YEMBE	в 24		T 10	A.A	4.	
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hanghai	_	-	_	-	-	-	_
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VI ostock.		1.					-

The barometer has fallen a little. The temperature is rather low, the humidity moderate and the weather fine. No telegrams have been received from the north. W. DOBBECK.

Government Astronomer. Hongkong Observatory, November 24. 1. BARONEYER, reduced to 82 degrees Fahren-

beit, and to the level of the sea in inches, tenths and hundredtha. 2. TEMPERATURE, in the shade in degrees, Fahrenheit 8. Homestry, in percentage of saturation, the humidity of air saturated with moisture being

5. FORCE OF WIND, according to Beautort 6. STATE OF WEATHER. & blue sky, c detached claude, d drietling, rain, f. log, g gloomy, h half, I lightning, o overcast, p passing showers, q squally, r tain, a snow, t thunder, q visibility, w daw (wel).

4. Direction of Wind, to two points.

7. Rain, in inches, tenths and hundredths.

Merchant Vessels in Hongkong Harbour,

Exclusive of late Arrivals and Departures reported lo-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c. , in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Hurbour Master's Office. 4. From Harbour Muster's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10: Kowloon Wharves. 11. Jardine's Wharf,

Vessel's Name. Captain. Consignees or Agents. Destination. Remarks. Steamore 268 Nov. 21 Arnhold, Karberg & Co. 3.h Roysbeck Dan. Haiphong To-day 5 c RileyBrit. London, &c. str. 1569 Nov. 24 Butterfield & Swire To-morrow ... Anderson Brit. 678 Jan. 31 Russell & Co. Amatista str. K'loon Dock 1200 Nov. 23 Adamson, Bell & Co. 8 c Pinkham...... Brit. str. SPECIE, and CARGO, will leave this port Belgio o k Walker Brit. 4212 Nov. 140. & O. S. S. Co. Y'hama & SanF'cisco 2nd prox. 4 h Darke Brit. str. 1406 Nov. 17 Russell & Co. Sydney, &c., Catterthun To-morrow Crusader..... 5 k Rowin Brit. 648 Nov. 13 Arnhold, Karberg & Co. 552 May 29 Wieler & Co. K'loon Dock 552 Nov. 24 C. M. S. N. Co. Amoy and Tamaui To-morrow 674 Nov. 24 Douglas Steamship Co. Swatow, &c. To-morrow 227 Nev. 18 Adamson, Bell & Co. K'loon Dock IolaniBrit. "981 Nov. 22 Gibb, Livingston & Co. Ab'deen Dock 862 Nov. 23 Yuen Fat Hong Loire Inferieure 5 h Pillivuyt Ech. Hongkong 533 Nov. 24 Carlowitz & Co. str. To-morrow str. 1454 Nov. 22 Russell & Co. .3 h Möller.....Ger. Btr. Nov. 2035 Nov. 23 Russell & Co. str. Partridge 5 k Staver Brit. 254 July 24 Gibb, Livingston & Co. atr. 3 h Houermann ... Brit str. 954 Nov. 875 Nov. 25 Bun Hin Chan Picciola etr. Pilot Fish 6 h Stopani Brit. tug. 161 June 2 H. K. & W. Dock Co. Hoihow, &c. 385 Nov. 17 Siemssen & Co. atr. To-morrow str. 1236 Nov. 18 Order Taichiow...... 2 h Newton Brit. Swatow & Bangkok To-morrow Btr. 862 Nov. 20 Yuen Fat Hong Yokohama & Kobe To-day Salling Vessels Anna Bertha 3 c Krause Ger. bqe. 468 Nov. 25 Siemssen & Co. .5 k Hemingway ... Amer. bqe. New York 953 Sept. 28 Russell & Co. Repairing **************** 367 Nov. Norw. bqe. 580 Sept. 17 Melchers & Co. Brit sh. 1409 Nov. 25 P. & O. S. N. Co. Chittoor 4 c Gorfley Brit. butin. .. Amer. bge. Edward May........ 9 c Johnson . 890 Oct. 27 Russell & Co. 1443 Nov. 10 Ed. Schellhass & Co. Kloon Dock Oot. 1886, at Noon, the Company's S.S. Francis B. Fay 3 k Pettegrove Amer. bqc. 845 Aug. New York 4 Pustan & Co. Fratallanza......3 c Schiattino Italian bqe. 797 . Amer. bge. 1042 Oct. 21 Gonsalves & Co. New York 23 Carlowitz & Co. Aug. bove places.

Cargo and Specie will be registered for Hattie E. Tapley 8 h Telfer Brit. bqe. . Amer. sh. 1428 Aug. 25 Order 907 Oct. London as well as for Marseilles, and ac- Hattie N. Bangs 3 c Bangs Am. bqtin. 542 Nov. 25 Gonsalves & Co. John Trahey 5 c Ryan Brit. sh. 1147 Sept. 25 Gonsalves & Co. Hamburg p.m., Specie and Parcels until 3 p.m. on Lorna Doone....... 3 c Lynn Brit. 367 Nov. 379 Nov. 25 Eduard Schollhass & Co. 17 Eduard Schellhass & Co. 653 Oot. 461 Nov. 21 Wieler & Co. 748 Sept. 24 Carlowitz & Co. Hamburg, &c. Ralph M. Hayward ... 5 k Baxter.......... Am bqtine, 5,4 Oct. 4 Arnhold, Karberg & Co. Rembrandt........ 5 k Paine Amer. sh. 1343 Oct. 587 Sept. 27 Eduard Schellhass & Co. Sarah Hignett & Morgan Amer. ah. 1357 Sept. 24 Eduard Schellhass & Co. State of Maine 3 c Nickels Amer. sh. 1467 Oct. 29 P. & O. S. N. Co. Ta Hongkong 2 c Schmiegelow ... Siam. sh. 636 Ab'deen Dock Span, bqe. Ventura 3 k Estival 992 Nov. 16 Remedios & Co. Wandering Minstrel... 5 k Wright Brit. bqtin. 366 April 14 Arnhold, Karberg & Co. William McGilvery ... 8 c Dunlar Amer. sh. 1210 Oct. 25 Adamson, Bell & Co.

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Towns.	Guns.	I.H.P.	Captain.	Where at.
Macrity	despatch-vessel	1400		100	Captain R. Blair Maconochie	Nagasaki
adacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Port Hamilton
hampion	corvette .	2380	14	2340	Captain A. T. Powlett	Shanghai
leopatra	corvette	2380	14	2610	Captain L. C. Keppel	Port Hamilton
lockchafer	gunboat	465	4	470	LieutCom. H. H. Boteler	Nagasaki
onstance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
aring	aloop	940	1 4	920	Commander Davis	Singapore
lak	gunboat	360	3	340		In reserve
Espoir	gunboat	465	4	470	LieutCom. H. R. Adams	Hongkong
irebrand 1	gunboat	455	4	460	LieutCom. D. L. Dickson	Shanghai
leroine .	corvette	1420	8	1470.	Captain Chas. J. Balfour	Hongkong
eander	cruiser	3750	10	5000	Captain M. J. Dunlop	Hongkohg
innet	gun-vessel	756	5	1050	Commander W. Marrack	On a cruise
ferlin	gunboat	430	4	430	LieutCom. W. M. Maturin	Shanghai
Lidge .	gun-vessel	603	4	470	Commander H. J. Robilliard	Foodhow
tambler	aloop	830	3	690	Commander W. U. Moore	Amoy
apphire	corvette	1970	12	2360	Captain R. G. Kinahan	Port Hamilton
atellite	croiser	1420	8	1400	Captain Arthur H. Alington	Singapore
olent	torpedo mining launch	150		1400	Captain at that 21. Allegion	Hongkong
wift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Port Hamilton
weed	gunboat	360	3	340	Commander A. C. D. Citomiey	In reserve
ictor Emanuel	receiving ship	5157	14	- C-20	Commodere Morant	Hongkong
Vandorer	gunboat	925	4	750	Captain Orford Churchill	
Vivern	turret-ship	2750	. 4	1450	Ashem Atten Andami	Hongkong
ephyr	gunboat	438	4	530	LieutCom. Chas. K. Hope	Hongkong Port Hamilton

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list,

Foreign Men-of-war on the China and Japan Station.

Name,	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Albatross	Austrian gunboat	560	2	580		
Aragon	Spanish cruiser	1908	1	20 1 10 C	Captain D. E. Zulnega	Hongkong
Aspic	French gunboat	470	4	450	Commander Rupe	Chefoo
Bismarck	German cruiser	2810	16	2500	Captain Kulun	Singapore
Carola	German corvette	2180	10	2100	Captain Aschmann	
Chassour	French cruiser	920	4 .	745	Captain Le Gorrec	Singapore Amoy
Oomète	French gunboat	475	4	450	LieutCommander Noirot	
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Haiphong Yokohama
General Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche	
Jaguar	French gunboat	445	2	270	LieutCommander Fouet	Hongkong
Laclocheterie	French cruiser	1910	10	1920	Captain de Barbeyrac	Haiphong
Lutin	French gunboat	485	4	425	Captain Duval	On a cruise
Mgaila .	Spanish transport	1000		1000		Haiphong
Marion	U. S. corvette	1900	7	1170	Luis Bayo y Hernandes Pinron Commander Merrili Miller	Hongkong
Marques del Duero	Spanish gunboat	459	3	550		Yokohama
	U. S. sloop	1370	6	1470	Captain Jose Cano Manuel	Hongkong
Monocacy Mordi	Russian gunboat	The second secon	7	80	Commander H. Glass	Canton
		455	1		Commander Moltsoff	Corea
Vantilus	German gun-yessel German cruiser	755	4	600	Commander Bötger	Shanghai
Olga	U. S. corvette	2100	10	1180	Captain Bendemann	Singapore
Omaha 💮		2400	12	1150	Capt. Thos. O. Selfridge	Port Hamilton
alos	U. S. gunboat	420	6	500	LieutCom. Thomas Nelson	Chefoo
Pluvier	French gunboat	640	1	420	Lieut Commander Poidlone	Halphong
Primauguet	French craiser	2200	15	2270	Captain M. Buge	Shanghai
agittaire	French gun-vessel	0.00		1000	Captain Krantz	Singapore
irotch	Russian cruiser	000	1	1000	Commander Sucurieff	Hankow
dobol	Russian gunboat	465	7	69	Commander Boyle	Japan
lamega	Portuguese gunboat	610	5	500	Captain Avila	Macso
furonne	French frigate	5880	12	4250	Captain Dupuls	Yokehama
Vipara	French gunboat	480	4	425	Lieut Commander Lapeyrere	Canton
Vladimir Monomach	Russian ironclad	6756	16	7000	Captain Gildebrandt	Vladivostock
Vostock	Russian gunboat		1		Commander Molchonsky	Vladivistock
Wolf	German gunboat	\$84	6	340	Captain Journlike	Hongkong

SHIPPING IN OHINA, JAPAN AND PHILIPPINES WATERS.

WHAMPOA. Flas & Rie. Brit. bge. Catalina Brit. - atr. Hongkong Canton Francisca Ger. Sm. so. Brit, str. Ningpo Velocity Brit. bge.

AMOY. in port on November 16, 1886. MERCHANT STRAMERS. C. H. Kian British Formosa British

MERCHANT SAILING VESSELS. Brit. bge. Archos Norw. bqe. Chateaubriand Brit. bge. Ger. bge. Guaymas J. Kremer Ger. sch. Brit. bge. Siam. bqs.

FOOCHOW. In port on November 13, 1886. MERCHANT STRAMERS.

Nanzing British Thales British MERCHANT SAILING VESSELS. Nor. bqe. Alma Amer. sch.

SHANGHAI. In port on November 17, 1886. MERCHANT STEAMERS. Braunschweig German British Cathay British Changsha London British Fuh-wo Fooksang British Hongkong Chinese Hae-an Ingoborg British Kent . British Kiang-foo Chinese Kiang-yung Chinese British Copack British Palinurus London, &c. British Pachua Peking : British Pembrokeshire British British Rohilla French Saghalion Soochow British W. O. de Vries British Hankow, &c. YokohamaMaru Japanese 🚴 Yung-hing Chinese Hankow, &c. MERCHANT BAILING VESSELS; Anglo India Brit. bge.

Chi. bge. Laid up Chingtah Columbus Ger. Daniel L Tenney Amer. sh. Doretta Siam. bg. Haroline Am. 4 ach Helena Brit. bge. John D. Brewer Amer. bge. Naupactus Brit. sh. Titan Amer. sh. Willie Br. 3m. sch.

NAGASAKI. In port on November 10, 1888. Kozaki Maru Japan, boe.

YOKOHAMA. In port on November 8, 1888. Brit. bqe. Archimede Ger. bge. F. Grampp Friederich Ger. bge. Briti bge George Republio Amer. sh St. Nicholas Amer. sh.

KOBE. In port on November 8, 1886. Amer. bge. C. D. Bryant Lalla Brit, bge. -Queen Emma Brit. bge.

HIOGO, In port on November 8, 1886. C. D. Bryant Amer. bge. Brit, bge. Lalla Queen Emma

> MANILA. In port on November 6, 1886, Ger. bqe.

Caura Chas. G. Rice Brit. boe. Brit. bqe. Euphemia Brit, bge. Ger. bqe. Mabel Taylor Brit, sh. Minnie Burrill Ger. Samar Amer. bge. Soflid Span. sch.

ILOILO. In Port on October 28, 1886. Ger, bqe. Annie Jennie Parker Brit. boe. Lord Lytton Socioo Amer, sh.

CEBU. In Port on October 24, 1686.

H. G. Johnson Amer, boo.

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